

Insert Revised Map - NRH Street Classifications

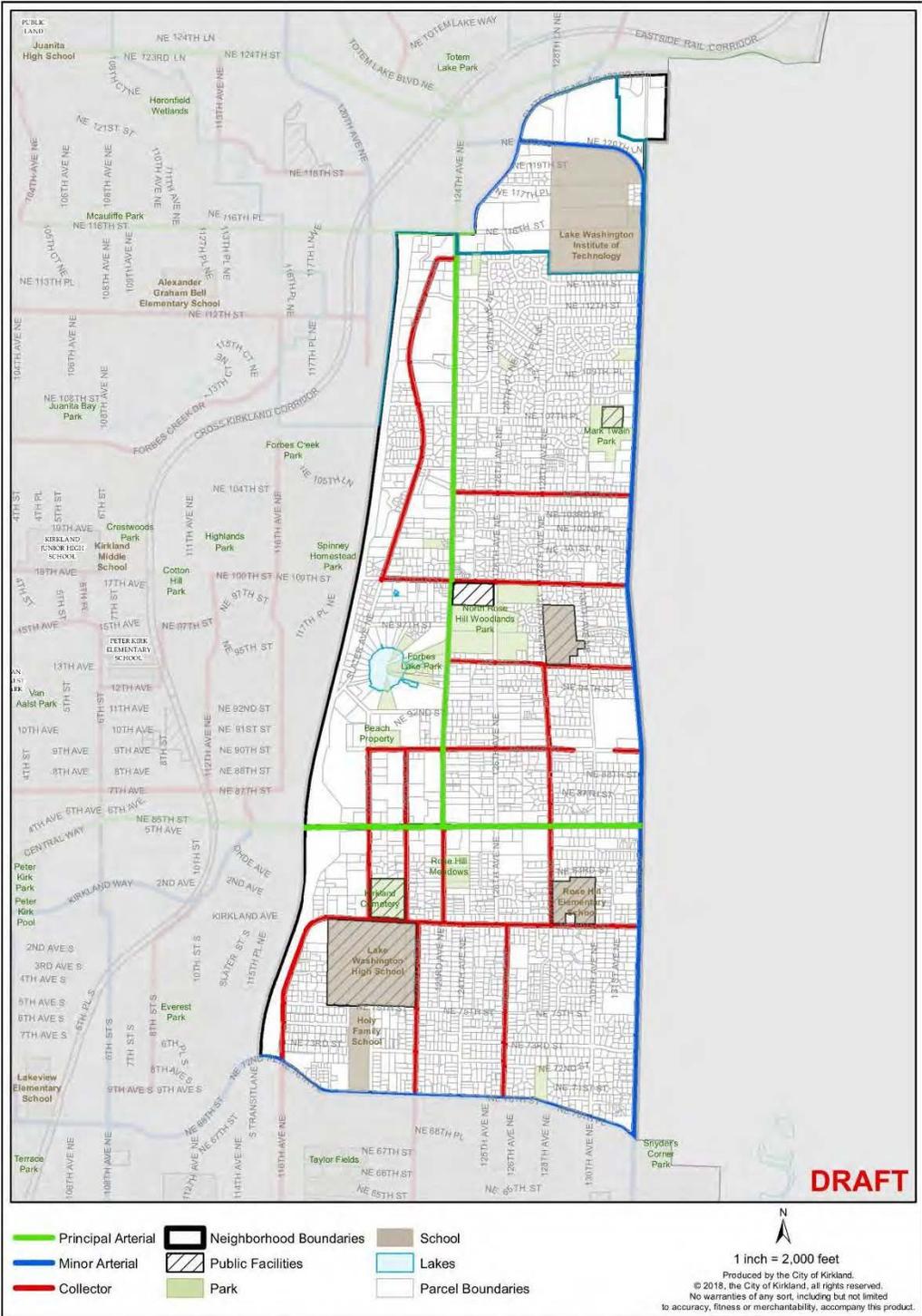


Figure RH-4: Rose Hill Street Classifications

Insert Revised Map - SRH Street Classifications

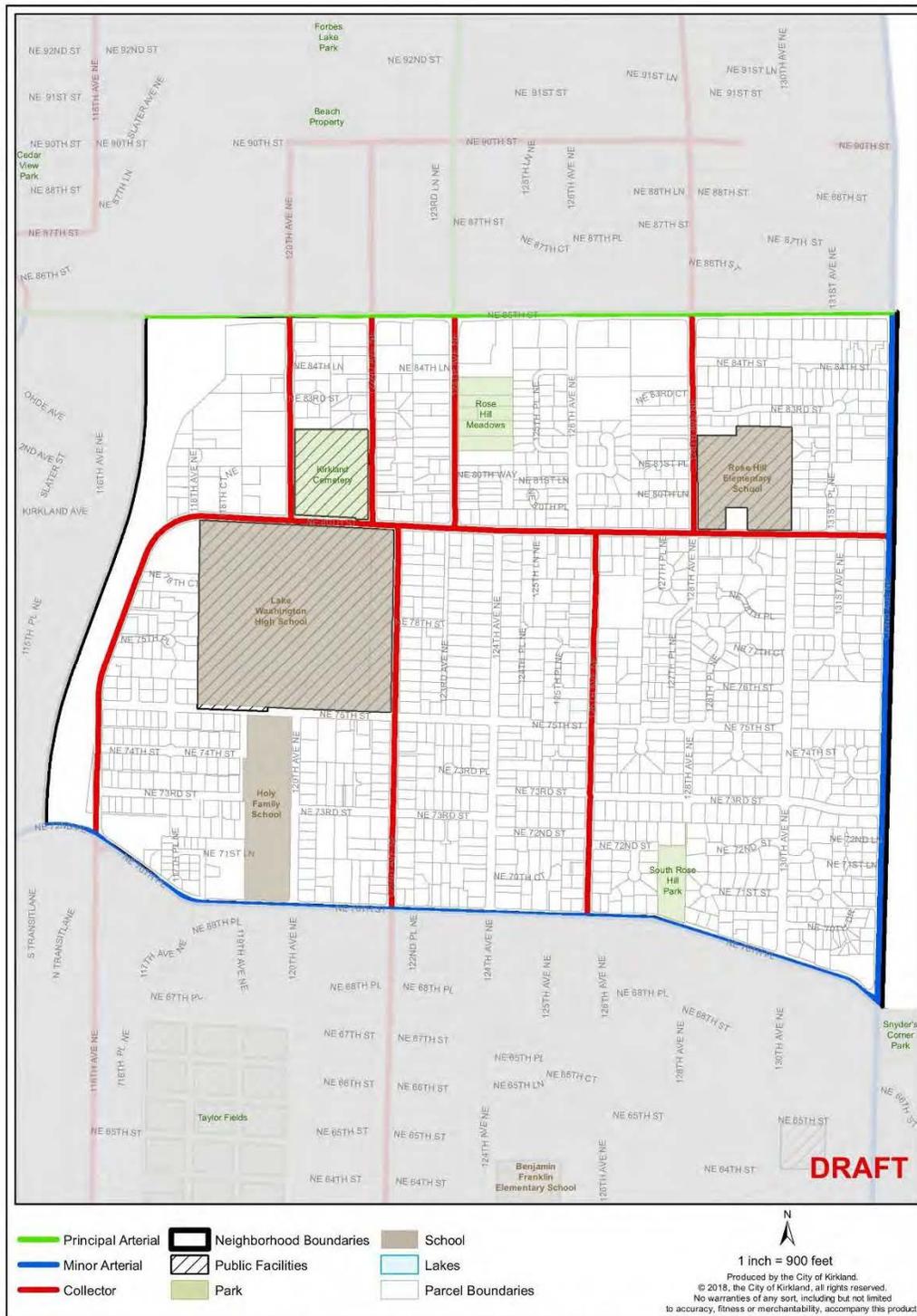


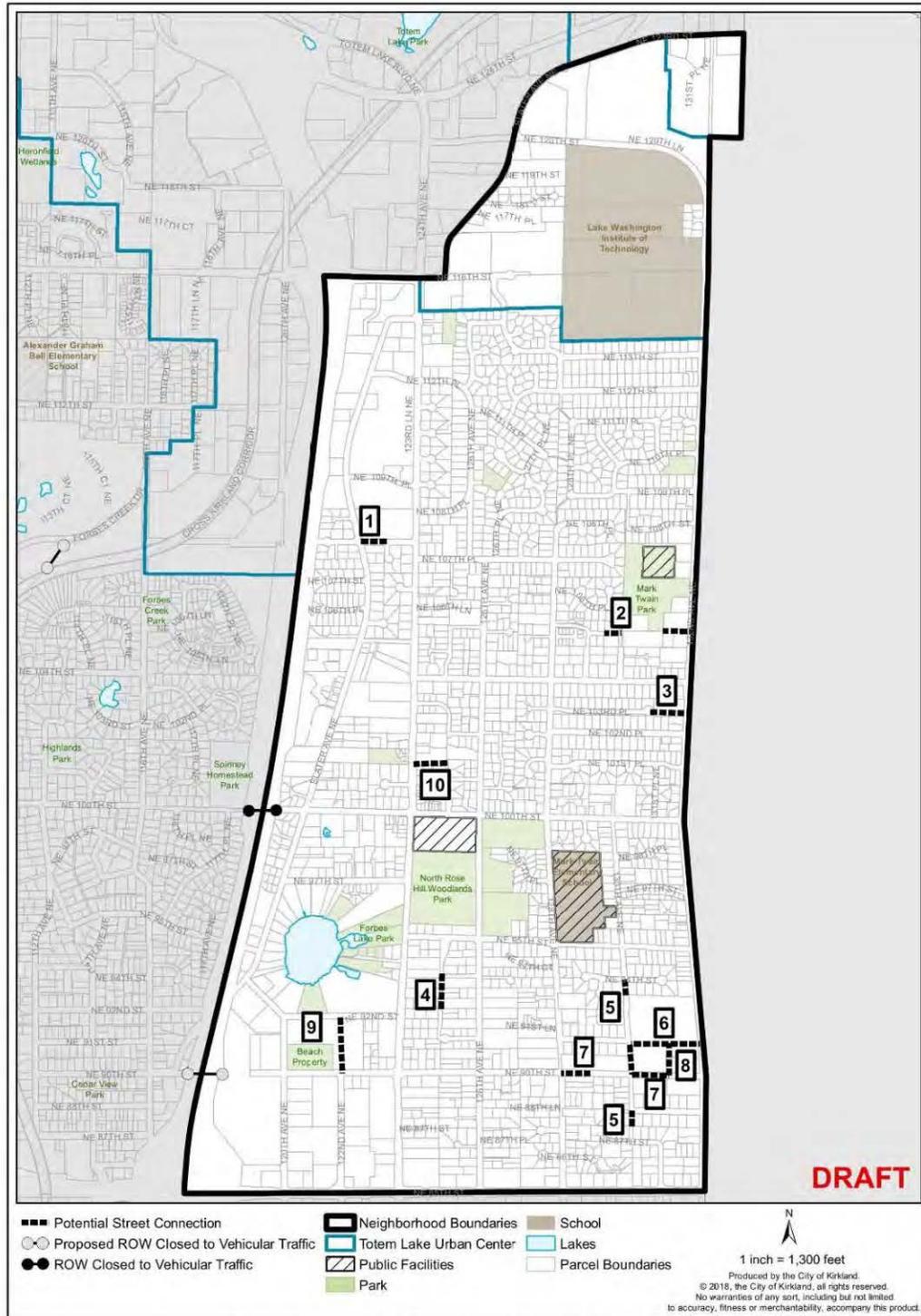
Figure SRH-4: South Rose Hill Street Classifications

### North Rose Hill

*Policy RH 67: Map where anticipated street connection locations could be considered in North Rose Hill with future infill development in order to provide predictability in the development process and for the neighborhood.*

While the North Rose Hill Street Connection Plan Map (Figure RH-\_\_ and Table RH-\_) indicates and describes the potential locations of street connections for future infill development, the exact location will be determined at the time of development. The development permit process should ultimately determine these locations. When new street connections are not required or not feasible, pedestrian and bicycle connections should still be pursued.

*Insert Revised Map-* North Rose Hill Street Connection Plan *Staff Note:* The map is updated to reflect completion status.



**Figure NRH-5: North Rose Hill Street Connection Plan**

Table NRH-1: North Rose Hill Street Connection Plan Description List

1. NE 108<sup>th</sup> ST between Slater Ave NE and 123<sup>rd</sup> Ave NE
2. Portions of NE 105<sup>th</sup> PI between 129<sup>th</sup> Ave NE and 132<sup>nd</sup> Ave NE
3. NE 103<sup>rd</sup> PI between 132<sup>nd</sup> Ave NE and existing cul de sac end
4. Portions of 125TH Ave NE between NE 94<sup>th</sup> ST and NE 91<sup>st</sup> ST
5. Portions of 130TH Ave NE between NE 87<sup>th</sup> ST and NE 94<sup>th</sup> ST
6. NE 91ST ST between 130<sup>th</sup> Ave NE and 132<sup>nd</sup> Ave NE
7. Portions of NE 90<sup>th</sup> ST between 128<sup>th</sup> Ave NE and 132<sup>nd</sup> Ave NE
8. 131ST Ave NE between NE 90<sup>th</sup> ST and NE 91<sup>st</sup> ST
9. 122ND Ave NE between NE 90<sup>th</sup> ST and NE 92<sup>nd</sup> ST
10. NE 101ST PI between 124<sup>th</sup> Ave NE and 125<sup>th</sup> Ave NE

*Policy RH 68: Discourage direct access to 124th and 132nd Avenues NE in North Rose Hill with new development to enhance safety and efficiency of circulation. Staff Note: Public Works staff confirmed the following policies are not covered by existing street standards and therefore should be kept.*

- If driveways to 124th or 132nd Avenues NE must be provided, separation of at least 300 feet between driveways should be required. New driveways should be located so that future development can meet this standard and/or use a shared driveway.
- Access easements to allow for shared access to 124th Avenue NE and/or interior connections to side streets should be provided.
- As access to side streets becomes available, driveways to 124th Avenue NE should be closed.

*Policy RH 69: Improve the following unimproved rights-of-way in North Rose Hill impacted by critical areas with less intrusive bike and pedestrian connections rather than street improvements (see Figures RH-pedestrian map and RH- bike map).*

- 120th Avenue NE, from NE 92nd Street to NE 90th Street
- NE 92nd Street, west of 122nd Avenue NE.

### South Rose Hill

*Policy RH 70: Identify where anticipated street connection locations could be considered in South Rose Hill with future infill development in order to provide predictability in the development process and for the neighborhood.*

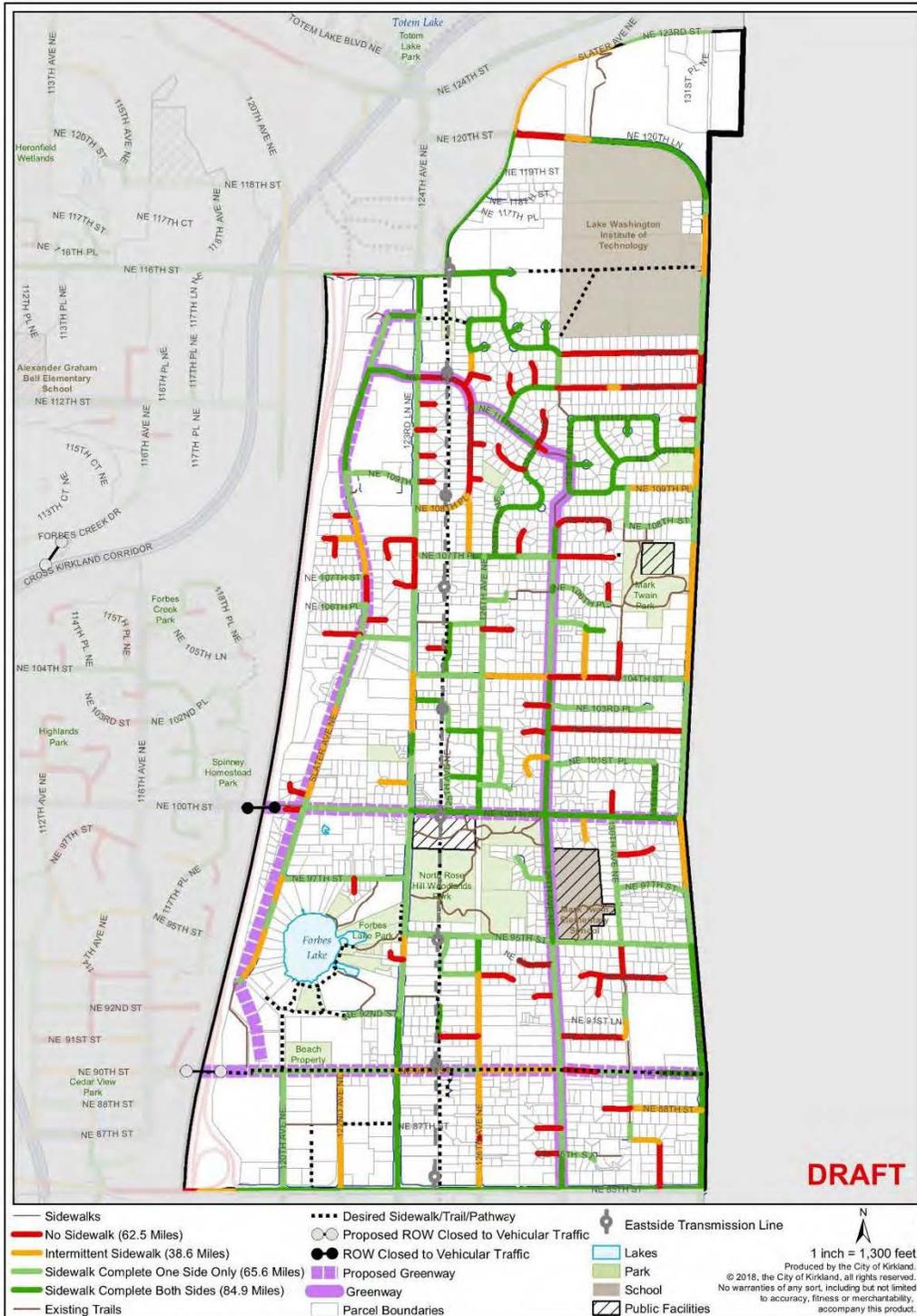
### Rose Hill Business District

*Policy RH 71: Develop a multi modal transportation network for NE 85<sup>th</sup> Street and surrounding streets that provides safe and convenient facilities for transit, pedestrians, and bicycles, maintains vehicular traffic capacity, and supports existing and planned land uses in the Rose Hill Business District.*

*Policy RH 72: Add east-west pedestrian pathways in the Rose Hill Business District as redevelopment occurs. When developing these pathways, retain existing significant trees where possible.*

*Policy RH 73: Work with Sound Transit, King County Metro Transit and WSDOT, to maximize transit facilities that would improve the speed and reliability of bus operation on NE 85th Street surrounding streets. Provide preferential treatments for buses at congested intersections. Install transit improvements at appropriate locations.*

Pedestrian/Bicycle Circulation *Insert Revised Map- NRH Pedestrian System*



**Figure NRH-6: North Rose Hill Pedestrian System**



Insert Revised Map- NRH Bicycle System

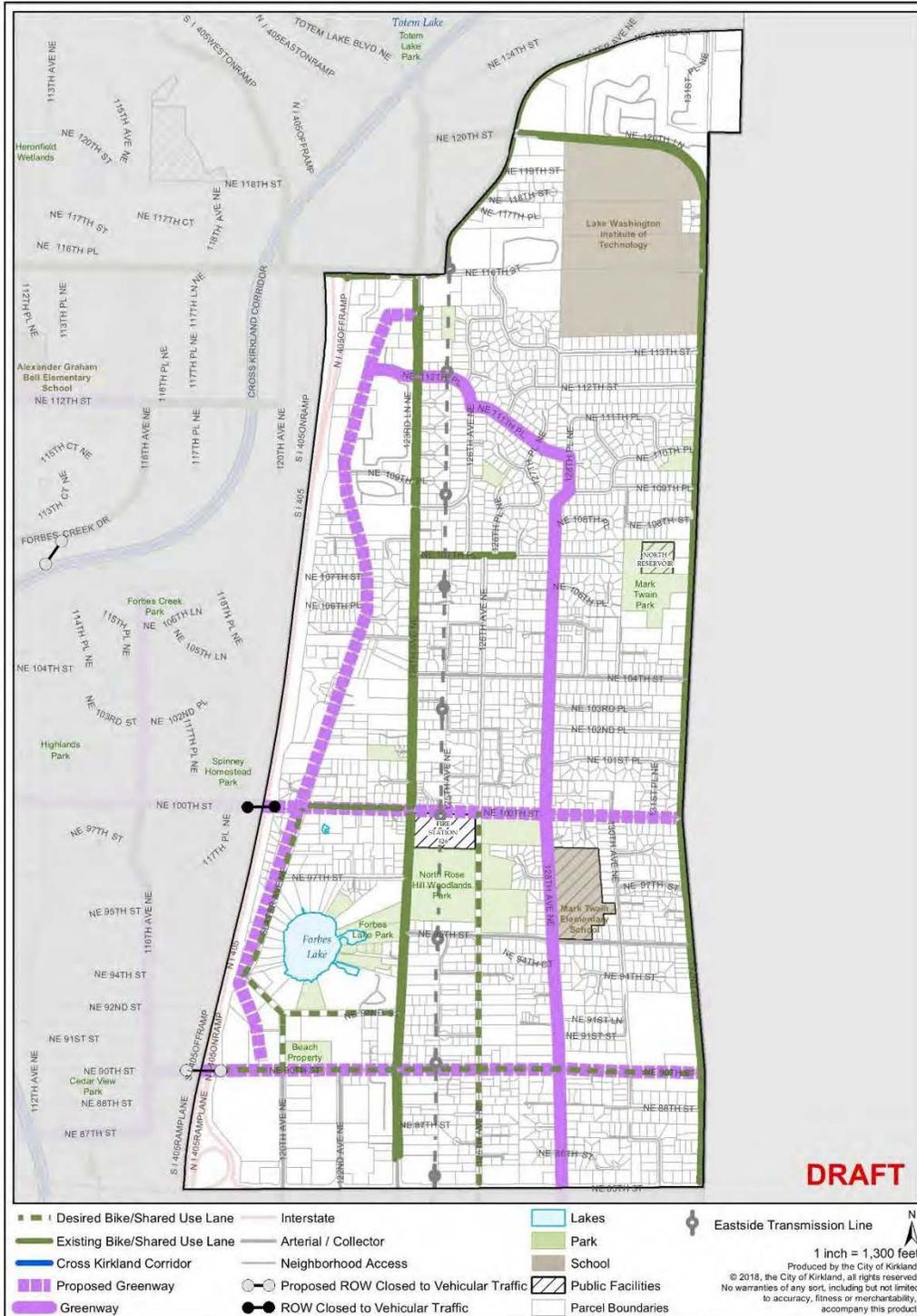


Figure NRH:7 North Rose Hill Bicycle System

Insert Revised Map- SRH Bicycle System



Figure SRH:6 South Rose Hill Bicycle System

*Policy RH 74: Encourage the use of nonmotorized transportation by providing appropriate facilities and infrastructure for pedestrians and bicyclists throughout the Rose Hill neighborhood either when private development occurs or in some instances with public funding:*

- **Along school walk routes** – highest priority.
- **Between bus stops and residential development.**
- Connecting to the planned Bus Rapid Transit Station at NE 85<sup>th</sup> Street on I-405.
- Connecting to the South Rose Hill Northeast 75th Street greenway and North Rose Hill 128th Avenue Northeast greenway
- **Connecting** to activity areas, including parks, the Boys and Girls Club, Lake Washington Institute of Technology and Lake Washington High School.
- Connecting dead end streets to adjacent streets wherever new street connections are not required or feasible.
- **Around a limited portion of Forbes Lake** on City-owned park property and where appropriate, across private property connecting to the Park.
- **Various links between the Lake Washington Institute of Technology and surrounding residential development** to the west between 132nd Avenue NE and Slater Avenue NE, and to the south.

In NRH 3, in North Rose Hill, between the City open space to the east and 124th Avenue NE with redevelopment of the intervening private property.

Under the Seattle City Light transmission line in cooperation with the utility and adjacent property owners. Public pedestrian and bicycle easements should be provided across private properties within the Seattle City Light easement, when development, redevelopment or platting occurs to complete the designated Eastside Powerline Corridor trail. See the PROS Plan for further details. This off-street north/south trail provides a safe pedestrian and bicycle link for the most part separated from the street system. Eventually this trail could link up to trail systems in adjoining jurisdictions.

- Connecting Juanita Bay to North Rose Hill Woodlands Park and eventually to the Sammamish Valley. Known as the Bay to Valley Trail, it would connect Lake Washington to North Rose Hill over the 100th Street Bridge across I-405, and along 100th Street and 132nd Avenue NE in Kirkland to the Puget Sound Energy Trail and Redmond Central Connector Trail in the Sammamish Valley via NE 97th St, NE 94th St and NE 93rd Ct in Redmond.

*Policy RH 75: Develop a new pedestrian and bicycle connection between Slater Avenue in the North Rose Hill Neighborhood and NE 80th Street in South Rose Hill. The route would connect to the existing NE 80th Street overpass which leads to downtown Kirkland, with the exact route to be **determined in the context of the City's Transportation Master Plan.***



## ROSE HILL NEIGHBORHOOD PLAN - 2<sup>nd</sup> DRAFT 10/18/18- EDITED VERSION

*Comments from the following groups are identified as:*

*WG-Working Group*

*PC-Planning Commission*

*CC-City Council*

*HCC-Houghton Community Council*

*TC-Transportation Commission*

*PB-Parks Board*

*Staff edits if not identified as above*

*[Notes to Reviewer:*

*In order to facilitate easier navigation between the 1<sup>st</sup> and 2<sup>nd</sup> drafts, the original policy numbers are retained, and reordered in the CLEAN COPY.*

*All transportation policies have been combined into the Transportation Section, and organized by whether they apply to entire neighborhood or to North, South Rose Hill only, or to a specific Business District.*

*The number of Zoning Code, Comprehensive Plan and Design Guideline text amendments necessary to change the existing term from North Rose Business District to either North Rose Hill District or North Rose Hill Neighborhood Center would exceed staff resources available within the timeframe limits of this project. Likewise, the large number of Zoning and Design Guideline amendments to change the term from Rose Hill Business District to either Rose Hill District or Rose District prevents this change at this time.]*

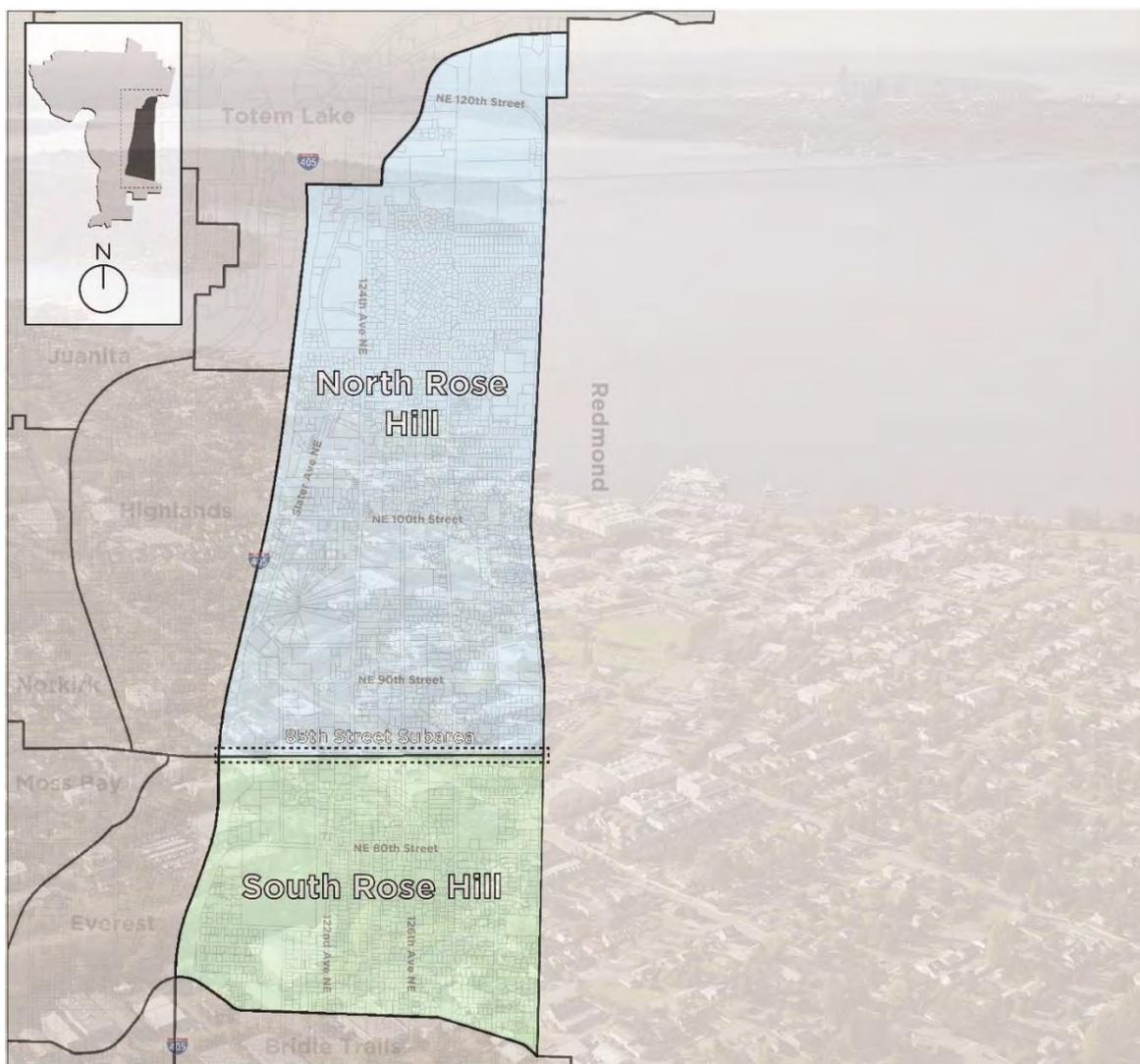
### 1. Overview

The Rose Hill Neighborhood is located between I-405 and the City of Redmond, and extends north to the Totem Lake Business District and south to the Bridle Trails neighborhood. It contains the neighborhoods of North and South Rose Hill, separated by NE 85<sup>th</sup> Street. Two commercial centers are located in the Rose Hill Neighborhood; the Rose Hill Business District along the NE 85<sup>th</sup> Street corridor (working group) and the North Rose Hill Business District/Neighborhood Center at the north end of the neighborhood (WG) (the neighborhood also contains a portion of the Bridle Trails Neighborhood Center). The Rose Hill Business District straddles NE 85<sup>th</sup> Street and connects downtown Kirkland with downtown Redmond. At the north end of Rose Hill, a portion of the North Rose Hill Business District and the Lake Washington Institute of Technology are within the Totem Lake Urban Center, the major employment, retail and service center in the City. See the Totem Lake Business District Plan for more discussion about the Urban Center.

While land use in the neighborhood is primarily residential, the Rose Hill Business District is second only to the Totem Lake Business Center in generating the most sales tax revenue for the City.

The NE 85<sup>th</sup> Street Subarea Plan, North Rose Hill and South Rose Hill Neighborhood Plans were previously standalone plans. The NE 85<sup>th</sup> Street Subarea Plan included the south portions of North Rose Hill and the north portions of the South Rose Hill Neighborhoods. While both neighborhoods and the subarea were combined into one Rose Hill Neighborhood Plan in 2018, the Plan continues to address issues unique to each neighborhood. As a result of the 2018 update, the term Rose Hill Business District replaced the name NE 85<sup>th</sup> Street Subarea, and the boundary of the Rose Hill Business District was revised to exclude low density residential land uses. (WG)

*Insert New Map: Rose Hill Neighborhood showing the boundaries of North and South Hill.*



## 2. Vision Statement

*Rose Hill is a vibrant, walkable residential neighborhood with an active neighborhood commercial center along NE 85<sup>th</sup> Street. At the same time, its natural beauty— including mature trees, wildlife habitat, Forbes Lake, wetlands, streams, and open space – has been protected and enhanced, with new opportunities for public access. Parks are within walking distance to all residents and employees and provide a diverse range of recreation options – from hiking and birdwatching to play areas for kids.*

*As underutilized land has continued to repurpose, a variety of housing alternatives at strategic locations meet the needs of a diverse population and keep housing costs under control. Apartments, stacked flats, mixed-use buildings, and townhouses along the perimeter of the North Rose Hill and Rose Hill districts Rose Hill Business Districts, served by rapid transit, create seamless transitions to established residential neighborhoods. Innovative housing for all life stages – including backyard cottages, flats over garages, and duplexes – is integrated with traditional detached styles in lower density areas in North and South Rose Hill. The Lake Washington Institute of Technology has expanded its partnership role in the community, and*

provides campus housing that is affordable to its workforce and students housing on its campus (WG). Other under-utilized institutional sites have incorporated housing as opportunities arise for redevelopment.

A thriving Rose Hill District Rose Hill Business District along NE 85<sup>th</sup> Street provides employment, shopping, services, and transit-accessible housing for Kirkland residents and visitors throughout the region, allowing the community to easily access goods and services on-foot or by bike. Over time, the commercial corridor has become more mixed use and walkable, with apartments and condominiums over neighborhood shops, parking tucked away behind buildings, and pedestrian walkways providing access to the surrounding residential neighborhoods. A walkable, transit-oriented pedestrian village has emerged around the NE 85<sup>th</sup> Street/ I-405 transit hub, transitioning from more automobile-centric uses to neighborhood-serving shops, offices, and residences. Generally, the west end of the Rose Hill District Rose Hill Business District is more urban and activated, while the east end is more neighborhood-oriented. At the north end of the neighborhood, development and streetscape improvements along NE 116<sup>th</sup> St in the North Rose Hill Neighborhood Center North Rose Hill Business District are complementary to the Totem Lake Business District and have transformed this gateway into a gathering place for northern Rose Hill.

The street network provides efficient and safe circulation. Arterials have been improved with transit and bike lanes. The NE 75<sup>th</sup> Street /128<sup>th</sup> Avenue Greenway, pedestrian crossings over I-405, the Eastside Powerline Corridor Trail, and other pedestrian and bike routes link residential areas with Lake Washington High School, elementary schools, transit stops, public facilities, commercial districts, adjacent neighborhoods and regional trails. Regional transit service connects Rose Hill activity centers and the surrounding community while a neighborhood circulator connects residential areas to the activity hubs and regional transit. These linkages increase mobility and encourage community connection.

### 3. Historical Context (by Loita Hawkinson, Kirkland Heritage Society)

Rose Hill was envisioned by Kirkland namesake and founder, Peter Kirk, as the site for his Great Western Iron and Steel Mill, **which would have made Kirkland the “Pittsburgh of the West”**. The Lake Washington Ship Canal had been approved by Congress in 1888. The canal offered a direct route from Lake Washington to Elliott Bay and promised to open the shores of Lake Washington to industry. Kirk purchased a small lake, known as Little Forbes Lake, along with acreage from Dorr Forbes, an earlier settler who had originally purchased the land in hopes of growing cranberries. But beaver activity caused frequent flooding that destroyed the bog, providing an opportunity instead for Peter Kirk. The lake is now known as was renamed Lake Kirkland and in the early 1970's reverted back to Forbes Lake after in honor of Dorr Forbes.

**Peter Kirk’s chief engineer and metallurgist, John G. Kellett**, lived on Rose Hill in Workington, England, and is credited for naming Kirkland and Rose Hill in 1888.

In 1890, five teams cleared the land surrounding Forbes Lake and the steel mill was built, complete with foundry, smelter, bunkers, cooling ponds and railroad. Its sole purpose was to build rail for the world’s railways. Then, in 1891, the newly elected congress repealed funding for the Lake Washington Ship Canal and the opening of the mill was halted. Attempts were made over the years to open the mill but **by 1908, Kirkland’s Foundering Fathers** abandoned their plans. Much of the mill had already been salvaged for materials to use in other construction projects. With the railroad no longer needed, the rails were torn out and the original rail bed became what is now Slater Avenue.

In 1910, real estate partners Edmund Burke and Guy Farrar purchased much of Rose Hill. A large two story school was built across from the mill site in 1911. Known as the Rose Hill School, it burned down in 1921 and was replaced in 1922 with a single story school. John G. Bartsch built the original school as

well as the Kirk homes, the original Central School, the Shumway Mansion and many other iconic buildings of the time. The Shumway Mansion is the only known survivor. In 1954, Rose Hill Elementary was built to serve South Rose Hill children and in 1955, Mark Twain Elementary was added for the North Rose Hill families.

During the early Burke & Farrar era, the developers offered free day long excursions from Seattle to Kirkland. During this time, small parcels of land were offered with low monthly payments. Over time, Rose Hill was developed providing space for chickens, cows, and gardens. It was these small family farms that helped stock local grocery store shelves.

Forbes Lake, also known locally as Little Lake, was a favorite recreation area for Rose Hill and Kirkland families. Transportation was by foot, horse and wagon, automobiles and jitney, which was a form of shuttle service. The ferry dock in Kirkland was the gateway to Seattle. Many Rose Hill residents worked in Seattle.

The Kirkland Cemetery in the South Rose Hill neighborhood was incorporated in 1888 by Peter Kirk and **several of Houghton's early settlers**. The Macadam Road in South Rose Hill connected Kirkland to Redmond in 1912. It was the first paved road in King County and was known as "the blacktop".

Rose Hill has steadily transformed from a rural outlying area of King County to a suburban neighborhood in Kirkland. Annexation of portions of the North Rose Hill neighborhood from King County to the City of Kirkland started in 1970, with the annexation of the majority of the neighborhood in 1988. Even before annexation, Rose Hill was always seen as a neighborhood of Kirkland.

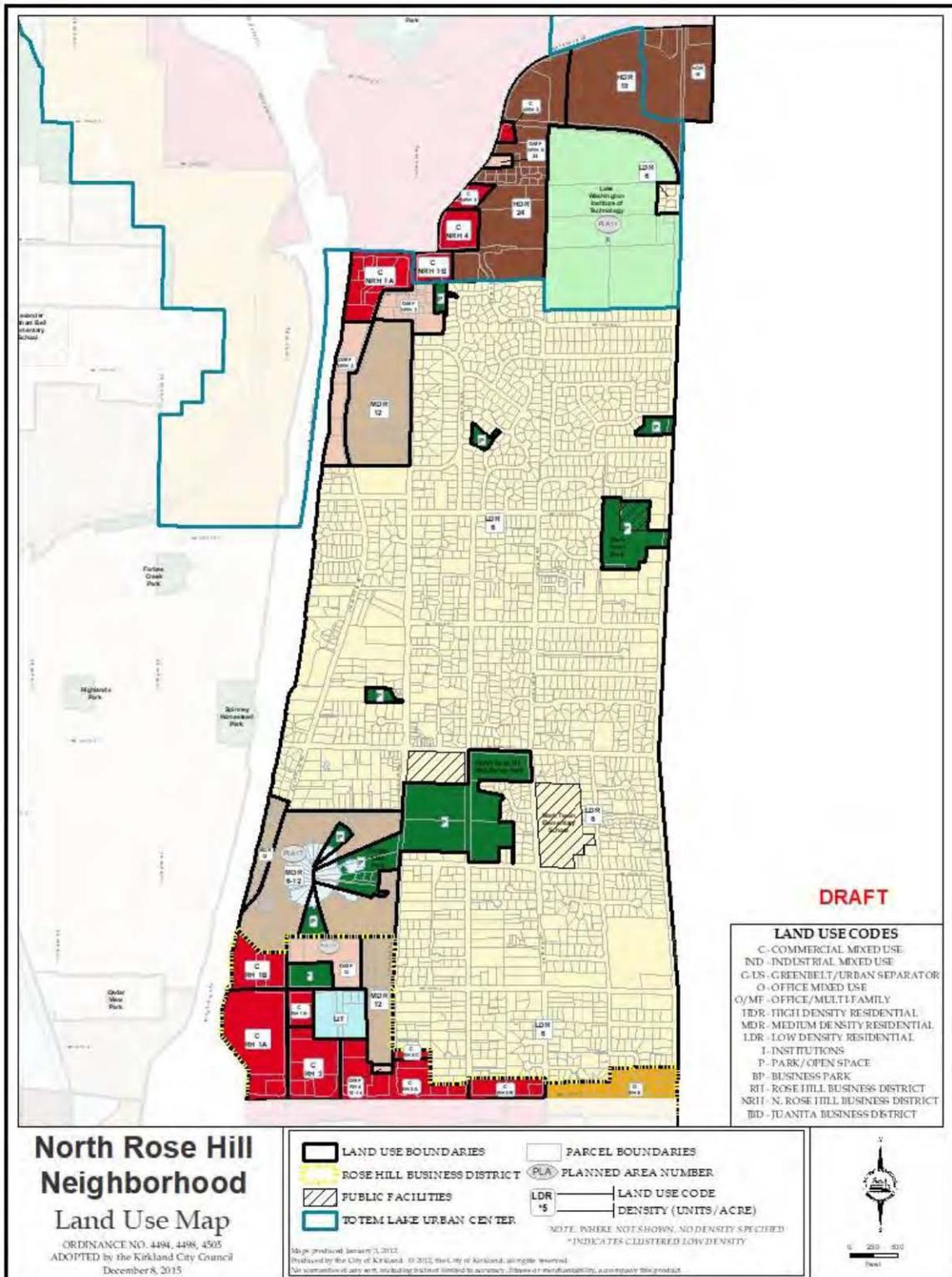
*Policy RH 1: Preserve/Encourage preservation of (WG) structures, features and locations that reflect the neighborhood's historic heritage.*

*Policy RH 2: Provide markers and interpretive information at historic sites throughout Rose Hill.*

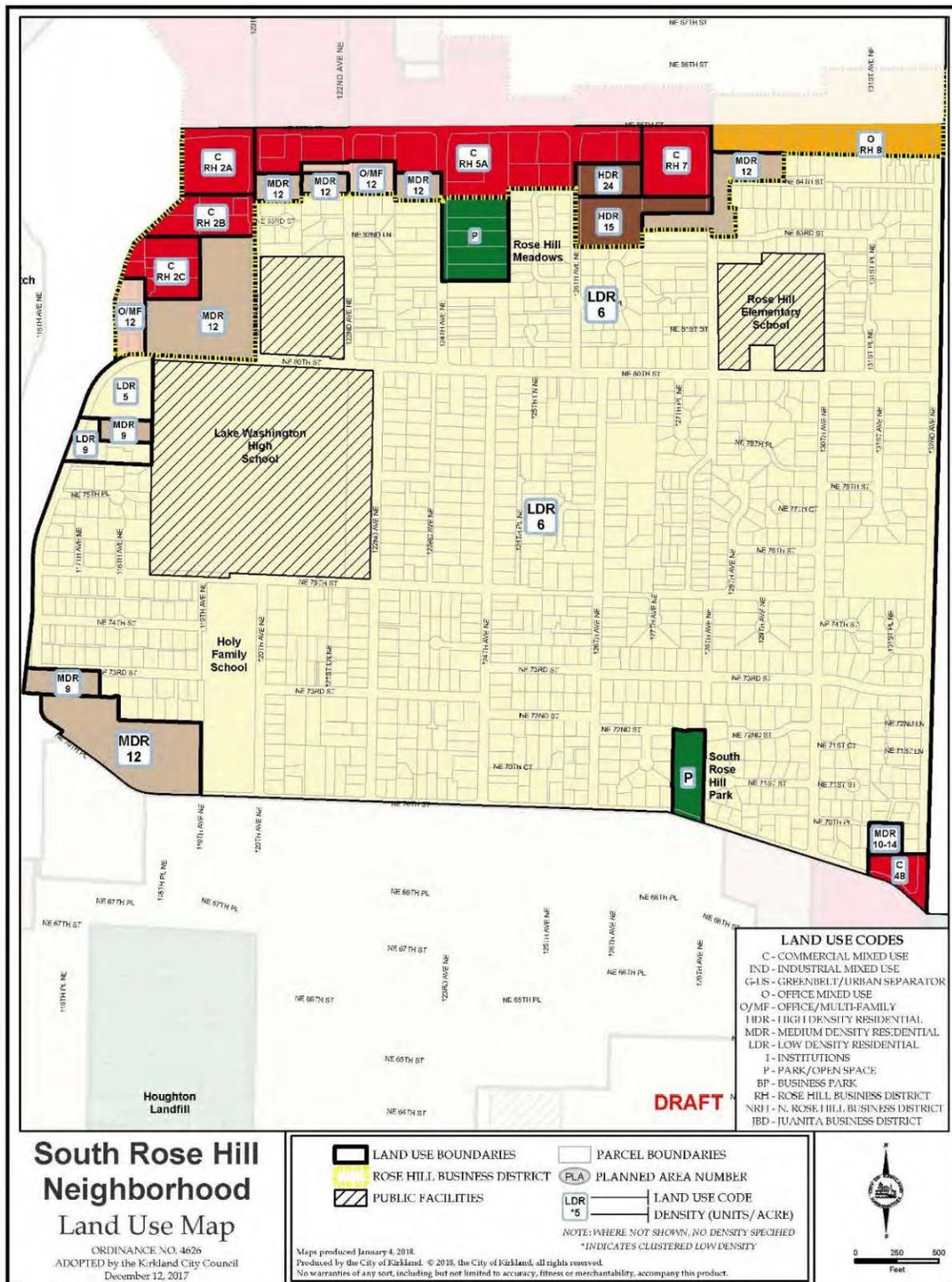
#### 4. Land Use

A mix of land uses in Rose Hill support the neighborhood and the broader community. Regional and local commercial and mixed use residential/commercial development is focused in the two business districts (not including the portion of the Bridle Trails Neighborhood Center in Rose Hill) and includes stand-alone medium and high density multifamily housing along the perimeters of these areasother parts of the neighborhood, where transit is available within a 10 minute walk and residential density supports a range of goods and services serving the region and the neighborhood. Housing densities support the high quality retail uses in the commercial districts, provide housing for Lake Washington Institute of Technology staff and students, and serve residents who wish to live near transit and jobs, while providing a transition to adjacent lower density residential areas. Development in lower density areas provides opportunities for housing choice through a broad range of housing styles and site planning approaches, while protecting the predominantly single family residential neighborhood character (WG).

*Insert Revised Map- North Rose Hill Land Use Map Staff Note: the land use maps will be updated based on outcomes to the land use/zoning change requests:*



*Insert Revised Map- South Rose Hill Land Use Map Staff Note: the land use maps will be updated based on outcomes to the land use/zoning change requests:*



### *Residential:*

In general, compact and higher-intensity housing is accommodated where there is transit and services to support it, such as around the ~~Rose Hill District~~ Rose Hill Business District, near Totem Lake, at focused locations between the commercial districts, and around Forbes Lake. The intent of the policies below is to accommodate infill housing in a way that is sensitive to the look and feel of existing neighborhoods.

*Policy RH 3: Retain the residential character of the neighborhood while accommodating new and innovative compact housing opportunities to serve a diverse population.*

The predominant housing style in the neighborhood is the traditional detached single-family home. ~~Innovative Compact~~ housing styles and techniques, such as cottage, carriage and two/three unit homes, accessory dwelling units, clustered and small lot single-family housing are among other appropriate lower density housing types.

Housing prices throughout the City and region require strategies to promote lower cost housing. The provision of housing options for a wide spectrum of income levels, household sizes, and lifestyles are important values to support and encourage.

*Policy RH 4: ~~Incentivize the development of Encourage ADUs in areas close to neighborhood centers in all new and existing single family development to expand the supply of affordable-by-design housing (WG).~~*

*Policy RH 5: Incentivize ~~missing middle~~ compact housing within areas that are in close proximity to neighborhood centers (i.e., multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living) ~~within areas that are in close proximity to neighborhood centers~~ (WG).*

*Policy RH 6: Incorporate building height and scale transitions and vegetative buffers between multifamily and detached single family homes to ensure compatibility with existing neighborhood character.*

Multifamily standards for building location and design will help address: building placement on the site, clustering, open space preservation, building scale in proportion with the lot and with the surrounding neighborhood, preservation and protection of existing vegetation, wetlands and streams, and integration with more traditional detached single-family homes.

*Policy RH 7: Incorporate ADUs into new development in single-family neighborhoods to expand the supply of affordable-by-design housing (WG).*

### Planned Area 17

Forbes Lake is designated as a Planned Area to address the unique development constraints associated with the lake and surrounding wetland and stream systems. Most property adjoining the lake is privately owned, with the exception of Forbes Lake Park.

*Policy RH 8: Locate and design new development to protect and restore the natural areas of Forbes Lake, Forbes Creek, and associated wetlands, while providing opportunities for a variety of housing styles and public access to the Lake.*



### *Commercial:*

Besides the two major commercial and mixed use areas in Rose Hill, the ~~North Rose Hill Neighborhood Center~~North Rose Hill Business District and ~~Rose Hill District~~Rose Hill Business District, there is a small area of limited neighborhood commercial uses located at the south east corner of Rose Hill across the street from the Bridle Trails shopping center. The intent of the policies below is to make these existing commercial centers more vibrant, locally-serving, and walkable, and to connect them better with surrounding residential neighborhoods.

*Policy RH ~~97~~: Focus commercial and mixed use development in the following locations:*

- In established portions of the ~~North Rose Hill Neighborhood Center~~North Rose Hill Business District;
- In the NE 85<sup>th</sup> Street corridor, close to existing or planned high capacity transit, utilizing both the new Sound Transit I-405 Bus Rapid Transit Station at the NE 85<sup>th</sup> Street/ I-405 freeway interchange and future business access and transit (BAT) lanes along NE 85<sup>th</sup> Street as a catalyst for expanded transit oriented development in the ~~Rose Hill District~~Rose Hill Business District; and
- Within the existing boundaries of the small commercial node that is across the street from the Bridle Trails Shopping Center in South Rose Hill.

*Policy RH ~~98~~: Provide seamless transitions between commercial districts and lower density areas in Rose Hill, by promoting a hierarchy of commercial uses from larger footprint regional uses, closer to the freeway interchanges, to more local serving neighborhood services near the residential core.*

*~~Policy RH 9: Conduct design review for commercial, multifamily, and mixed-use residential and stand-alone multifamily development to create attractive business districts using both applicable design guidelines contained in the Kirkland Municipal Code and design regulations in the Zoning Code. Administer the Design Guidelines for Pedestrian-Oriented Business Districts in the North Rose Hill Business District and the commercial node across the street from the Bridle Trails shopping center in South Rose Hill. Administer the Rose Hill Business District Design Guidelines for the Rose Hill Business District. (WG)~~*

### North Rose Hill Business District ~~Neighborhood Center~~

The boundaries of the North Rose Hill Business District~~Neighborhood Center~~ are shown in ~~(Land Use Map)~~ Figure RH ~~1-~~below. It is situated along the south side of NE 116<sup>th</sup> Street and serves as the major entranceway to the north end of the Rose Hill Neighborhood and the south end of the Totem Lake Business District. As a result of its proximity to the freeway, more regionally focused goods and services suited to the highway commuter and mixed housing are promoted west of 124<sup>th</sup> Avenue NE, mirroring

redevelopment in the portion of the Totem Lake Business District located to the north across NE 116<sup>th</sup> street, while the remainder of the district has a local neighborhood commercial focus.

The land use districts ~~in Figure RH 1 (Land Use Map)~~ and corresponding zoning designations describe the appropriate types and intensity of commercial and residential uses, with the most intensive commercial development adjacent to NE 116<sup>th</sup> Street, west of 124<sup>th</sup> Avenue NE. Similarly, building height is greatest along NE 116<sup>th</sup> Street, and scales down heading north and south along Slater Avenue NE, with increased height allowed as an incentive to develop housing.

*Insert New Map- North Rose Hill Business District*

~~Policy RH 4110: Actively promote the transition of the North Rose Hill Neighborhood Center North Rose Hill Business District into an active, walkable, transit-supportive mixed use environment with a variety of housing types, including student-housing affordable to students.~~

~~This policy anticipates transitioning to neighborhood focused mixed uses on currently underutilized sites, especially along the east side of Slater Avenue NE, north of 116<sup>th</sup> Street, in order to establish a critical mass of local-serving commercial uses.~~

~~Policy RH 4211: Ensure that the type of commercial uses allowed in the North Rose Hill Business District are compatible with its mixed use residential/commercial focus.~~

~~Policy RH 4312: Promote increased residential capacity in the North Rose Hill Business District with increased height allowances.~~

~~Policy RH 14: Conduct design review for commercial and mixed-use residential and stand-alone multifamily development to create an attractive North Rose Hill Neighborhood Center using the Design Guidelines for Pedestrian-Oriented Business Districts contained in the Kirkland Municipal Code and Design Regulations in the Zoning Code. (WG)~~

~~Policy RH 4513: Ensure that public improvements and private development provide coordinated streetscape improvements along NE 116<sup>th</sup> Street that contribute to a sense of neighborhood identity and enhanced visual quality.~~

- ~~• Policy RH 4614: With private development or through public investment, either in combination with private development, through land acquisition, or as part of a street improvement project, install a neighborhood gateway sign and landscaping or other features at the following locations: near the intersection of 124<sup>th</sup> Avenue NE and NE 116<sup>th</sup> Street~~

- ~~• Near the intersection of Slater Avenue and NE 120<sup>th</sup> Street.~~

~~Policy RH 4715: Address transition impacts and protect nearby residential areas with landscaping, site and building design requirements in the North Rose Hill Business District (NG).~~

~~Policy RH 4816: Create a regional commercial destination at the I-405 interchange in NRH 1A, complementary to the Totem Lake Business District, serving community-wide or regional markets.~~

~~Policy RH 4917: Create a walkable mixed use neighborhood destination in NRH 1B providing housing, goods, services, and gathering spaces for neighborhood residents complementary to the multifamily areas to the east and mixed use office residential area to the south.~~

~~Policy RH 20: Require a pedestrian/bike connection in NRH 3 between the city open space to the east and 124<sup>th</sup> Avenue NE with redevelopment of the intervening private property.~~

*Policy RH ~~21~~18 Promote the conversion of existing wholesale and manufacturing businesses to mixed use commercial/multifamily development in NRH 4 by allowing increased height when redeveloped with housing.*

*Policy RH ~~22~~19: Promote the conversion of retail uses related to vehicle sales and storage in NRH 5 to mixed use office/ multifamily or high density stand-alone housing by allowing a height increase as an incentive. (CC) Encourage high density residential or mixed use office multifamily in NRH 5. Allow retail uses related to vehicle sales and storage in recognition of the proximity to similar uses directly to the west. Commercial uses should be designed to be compatible with neighboring residential uses, with substantial buffers and limits on amplified speakers and lighting.*

*Staff Note: Consider changing height limit from 30 to 35 feet as incentive to convert to housing or mixed use office/multifamily. (CC)*

*Policy RH ~~23~~ Promote either mixed use office multifamily or high density stand-alone housing in NRH 6 by allowing height equal to that allowed in NRH 5, when redeveloped with housing. (CC)*

*Staff Note: Consider changing height limit from 30 to 35 feet to match NRH 5, if developed with housing or mixed use office/multifamily. (CC)*

### Rose Hill Business District

*Staff Note: The boundaries of the existing Subarea should be changed to coincide with the boundaries of the Design District shown with a yellow border on the Zoning Map.*

The boundaries of the Rose Hill Business District NE 85th Street Subarea (also known as the Rose Hill District) are shown on (Land Use Map) RH Figure 4 and extend along the NE 85<sup>th</sup> Street corridor from I-405 on the west to 132nd Avenue NE (the Kirkland City limits and common boundary with the City of Redmond) on the east.

NE 85<sup>th</sup> Street is recognized as both a commercial area and transportation corridor serving regional and local users. The intersection of NE 85<sup>th</sup> Street and Interstate 405 is being redeveloped in conjunction with Sound Transit and the Washington State Department of Transportation to create a regional bus rapid transit system with dramatically improved transit, vehicle, pedestrian, and bicycle connectivity. The western portion of the District (nearest I-405) features major regional retail uses, and several automobile dealerships. From I-405 east to the Kirkland city limits, the commercial area generally narrows north to south and generally become less intensively developed. Other land uses in the area include retail stores, offices, and business parks, single-family homes, and multifamily housing.

Visually, the Rose Hill District Rose Hill Business District is characterized by a variety of older strip commercial development, some newer buildings and, particularly at the east end of the Subarea, some former single-family residential structures converted to commercial use. Most of these retail and commercial buildings include little or no landscaping, and little in the way of pedestrian access.

### Vision for the District

Over time, the Rose Hill Business District is envisioned to be an attractive, vibrant, transit-oriented mixed use commercial area combining housing, regional and local retailers. Large retailers continue to dominate the western half of the business district. Generally, the land uses are more intensive on the west end of the District (near the Bus Rapid Transit station and freeway) and less intensive (more neighborhood oriented) on the east end. The zoning has maintained the line between single-family residential areas, multifamily residential areas, and adjacent office/retail/commercial areas.

NE 85th Street itself continues to serve as a primary transportation link between Kirkland, Redmond, and at the reconfigured I-405/NE 85th Street interchange with a Sound Transit station. Modifications to NE

85th Street have improved its ability to be used by pedestrians and transit, while maintaining or slightly increasing its capacity for vehicles. Steps also have **been taken to minimize “cut-through” traffic and** other traffic impacts in the residential areas north and south of the business district.

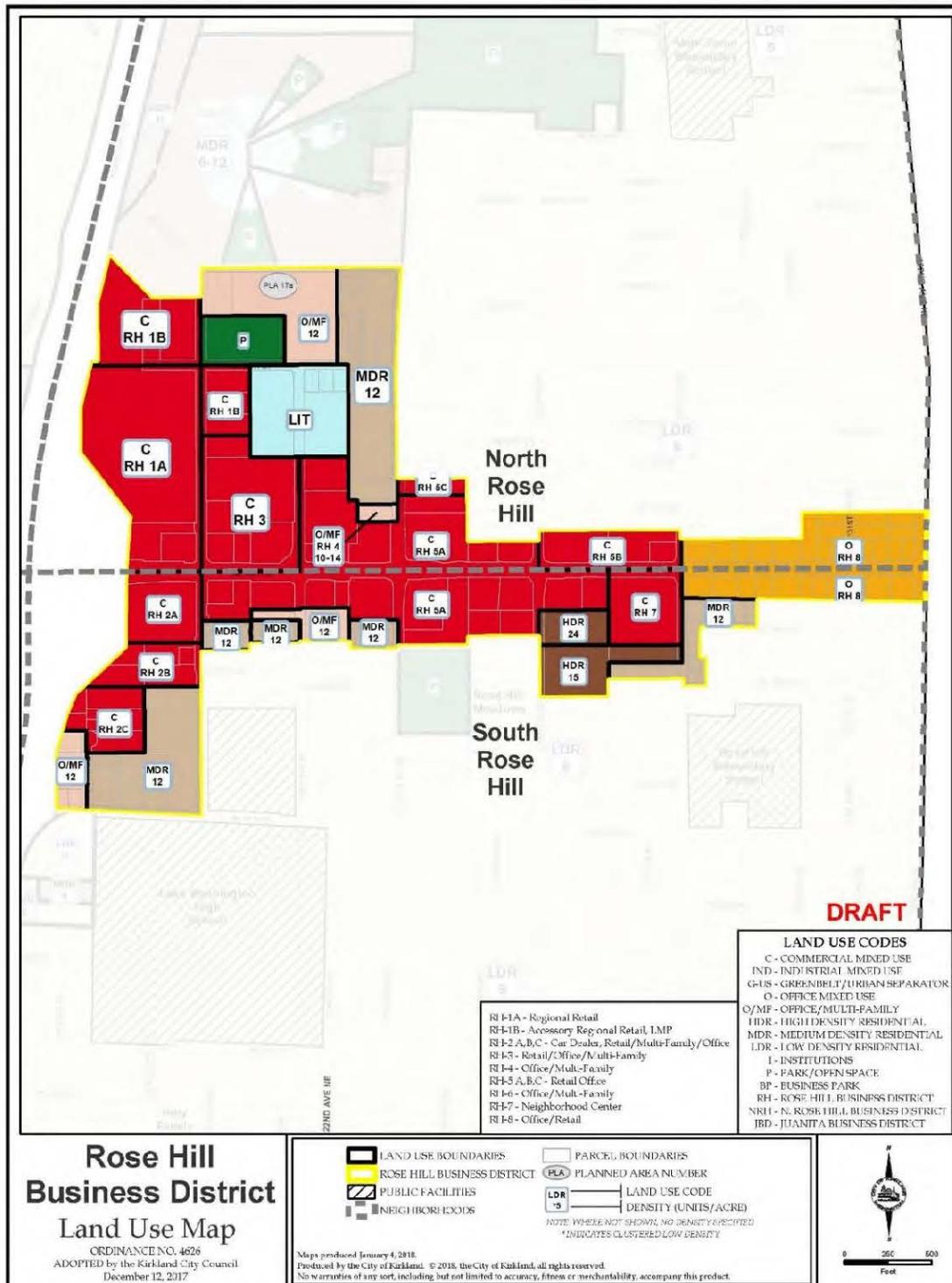
The appearance of the ~~business~~ district, as it has evolved, has benefited from a coordinated effort by the City, business owners and property owners to improve the image of the area. As properties redevelop architectural and landscape design standards for new or remodeled retail, commercial and multifamily residential buildings have improved the appearance of the district. These standards require ample landscaping or other techniques to ease the transition between different adjacent land uses. These standards also generally require new commercial or mixed-use buildings to be oriented to the sidewalks (with parking behind or to the side), and ~~encourage the aggregation of smaller properties into larger, more coordinated developments~~ promote neighborhood character (WG), with coordinated signage and **less of a “strip mall” feel.**

Land Use (Staff Note: this section has been reorganized. Commercial policies go before residential and all transportation policies are combined in the Transportation section at the end of the Plan. (WG).

### Commercial

~~The Much of the NE 85th Street Subarea/Rose Hill District~~ Rose Hill Business District including all the land along NE 85th Street itself, ~~currently~~ is designated for commercial (retail, office, and service), office, light industry/office area, or mixed commercial and multifamily uses (see RH Figure \_\_\_). The west end ~~of the~~ is the regional center portion of the District (nearest I-405). It includes several large freeway-oriented businesses with community-wide or regional markets, and several automobile dealerships. A light industry/office area includes technology, manufacturing and wholesale enterprises. The central neighborhood center and east end portions of the District also includes smaller retail stores and services with more local markets. In addition to the car dealers, there are a number of auto-oriented stores and services (gas stations, car washes, tire stores, etc.). The District includes a small but growing amount of office space, particularly in the blocks between 120th and 124th Avenues NE.

*Insert Revised Map- Rose Hill Business District (Staff Note: Revised map changed subarea boundary to Design District Boundary and will be updated based on outcomes to the land use/zoning change requests)*



The following policies recognize the economic significance to the City of the major regional retail uses located in the ~~Rose Hill District~~ Rose Hill Business District, the importance of transit-oriented development, and enhance the area's commercial viability while minimizing impacts on adjacent residential neighborhoods to the north, south and east. The land use districts in ~~RH Figure 4~~ and corresponding zoning designations describe the appropriate types and intensities of commercial uses, with the most intensive development adjacent to the NE 85th Street/I-405 interchange and Bus Rapid Transit, and a scaling down of development to the north, south and east.

Policies and zoning regulations encourage smaller-footprint neighborhood-serving businesses. New and remodeled commercial development is subject to appropriate architectural and site design standards, in order to improve the appearance of the commercial area, and to assure appropriate transition and buffering between the commercial area and adjacent residential areas. Commercial development should not be permitted to spread beyond the existing NE 85th Street Rose Hill Business District commercial area into adjacent residential areas.

*Policy RH ~~26~~20: Enhance the commercial viability of the Rose Hill Business District, while minimizing impacts on adjacent residential neighborhoods to the north, south and east.*

*Policy RH ~~27~~21: Recognize the economic significance to the City of the major retail uses located in the Rose Hill Business District, and cooperate with these business owners to help assure their continued viability, consistent with the other goals and policies of this District.*

*Policy RH ~~28~~22: Promote vibrant walkable employment destinations and affordable housing near the future Sound Transit Bus Rapid Transit Station in RH 1a, RH 2 located north and south of the near the I-405/NE 85<sup>th</sup> ST Interchange; prohibit individual retail or wholesale uses that occupy more than 65,000 gross square feet. (WG)*

*~~Policy RH 29: Through the Design Review Process, administer the Rose Hill Business District Design Guidelines and Design Regulations to all new, expanded, or remodeled commercial and multifamily buildings in the District, with the objectives of creating a more attractive District, enhancing pedestrian orientation, and creating effective buffers and transitions between the commercial and multifamily uses and the established residential neighborhoods to the north and south. (WG)~~*

*Policy RH ~~30~~23: Utilize zoning incentives or other techniques to encourage commercial redevelopment in the District that will foster the 10 minute neighborhood concept (WG).*

#### Regional Center Policies

*Policy 24: Establish the parameters of future transit-oriented redevelopment in RH 1, 2 and 3 in a Transit Station Area Plan that coordinates land use, transportation, economics and urban design elements in partnership with Sound Transit, and King County Metro, and WSDOT. The initial stages of the Transit Station Area Plan should establish the full boundaries of the station area to fully integrate the station with the surrounding land uses. (CC)*

*Policy RH ~~39~~25: Until the Transit Station Area Plan is adopted, the regional retail nature of this portion of the District should be preserved continue in order to provide regional shops and services in addition to generating sales tax revenue that is important to fund necessary City services. (CC) In the regional center area of the District near the I-405/NE 85<sup>th</sup> ST Interchange, south of NE 85<sup>th</sup> ST,*

*Policy RH 26: In RH 1A ~~and preserve~~ encourage the large regional retailer to continue.*

*Policy RH 27: In RH 1B limit new development in recognition of wetland and stream constraints on these properties and observe the applicable critical area regulations.*

*Policy 28: In RH 2A, B and C, require retail uses (including car dealer), and permit office and/or residential uses. Require retail use to be the predominant ground level use and discourage extensive surface parking lots. Encourage consolidation of properties into a coordinated site design however, discourage large, singular retail or wholesale uses through establishment of a size limitation that, in recognition of convenient access to I-405, may be greater than in the rest of the District. (WG)*

Other site design considerations include the following:

- Allow a range of building height four to five stories if offices above retail or a maximum of six stories if residential above retail. Additional height may be allowed for to encourage a sloping variety of roof forms and roof top appurtenances amenities. Step back upper stories from NE 85th Street. Three stories on the south of NE 85th ST is appropriate where buildings are adjacent to existing residences.
- Provide openness by limiting-Limit the total floor area, separating-separate the buildings and including-include ample building modulation to create open space within and around the development. (WG)
- In order to prevent commercial access to and from 118<sup>th</sup> Avenue NE, Allow-limit vehicular access to NE 85th Street and 120th Avenue NE, and emergency vehicles only to access from 118<sup>th</sup> Avenue NE. Allow office and residential uses and emergency vehicles to access from 118<sup>th</sup> Avenue NE. (WG)
- Encourage underground or structured parking (discourage large ground level parking lots).
- Limit the impacts of new signs for to residents across 120th Avenue NE.

*Policy RH 29: In RH 3 require consolidated mixed use transit oriented development with ground level retail and pedestrian amenities. Allow a range of building height from four to a maximum of six stories, with increased height on the northern portion of site where the ground elevation is lower. Additional height may be allowed to encourage a variety of roof forms and roof top amenities. Emphasize transit access to the Transit Station at the freeway interchange, and include connections between 120<sup>th</sup> and 122<sup>nd</sup> Avenues NE. Limit vehicular access points onto NE 85<sup>th</sup> Street. (CC)*

#### Neighborhood Center Policies

*Policy RH ~~4030~~: In the core portion of the Rose Hill DistrictRose Hill Business District, between 124<sup>th</sup> and 128<sup>th</sup> Avenue NE, allow general commercial uses subject to district-wide design guidelines including the following standards:*

- Limit the number of driveways on NE 85th Street, and encourage existing development to consolidate driveways and curb cuts. In addition, observe the following transition standards:
- Set vehicular access points located on north-south side streets back from adjacent residential properties as much as possible without creating problems for traffic turning to and from NE 85th Street. Allow only one driveway for access to commercial property on the east side of 124th Avenue NE(TC).
- Locate a heavily landscaped buffer strip along any boundary with residential properties or along streets separating commercial development from residential properties.
- Retain existing significant trees and vegetation within the buffer. Preclude this landscaped area from further development by the creation of a greenbelt protective easement.
- Keep sources of noise and light to a minimum and directed away from adjacent residential properties.
- In RH 5B east of 126<sup>th</sup> Avenue NE, restrict permitted uses to those that generate limited noise, light and glare, odor and traffic impacts. Examples of uses that would be appropriate in this area include medical/dental offices, insurance offices, dry cleaners and coffee shops.
- In RH 5B west of 126<sup>th</sup> Avenue NE, in addition to the land use restrictions listed above for RH 5B, limit development to medium density residential on properties adjoining low density

development, and on lots that do not abut NE 85th Street or are not consolidated with lots abutting NE 85th Street. (CC)

### East End Policies

*Policy RH ~~4131~~: In the east end of the ~~Rose Hill District~~ Rose Hill Business District in RH-8, allow a range of less intensive office, neighborhood retail, and neighborhood service uses on both sides of NE 85th Street from 128th Avenue NE to 132nd Avenue NE with the following types of businesses and site design considerations:*

- Limit permitted uses to those that generate limited noise, light and glare, odor, and traffic impacts. Examples of uses that would be appropriate in this area include medical/dental offices, insurance offices, dry cleaners, and coffee shops. ~~Examples of uses that would not be appropriate in this location include gas stations, car washes, uses with drive-through windows, and uses with extended hours of operation. (WG)~~
- Encourage property owners to aggregate their properties to allow more efficient redevelopment with fewer access points onto NE 85th Street, by providing incentives including increased building heights up to three stories with decreased front setbacks.
- Encourage new buildings to be located at the front of the lots, with parking underneath, at the rear of buildings, or between adjacent buildings. Encourage mixed-use buildings to have residential units on upper levels. Discourage single-story retail buildings.
  - ~~In addition to above, on the north side of NE 85th Street between 132nd Avenue NE and the properties abutting 131st Avenue NE on if or lots that do not abut NE 85th Street or are not consolidated with lots abutting NE 85th Street, development should be limited to low density residential, ~~except if isolated by commercial or mixed use commercial and multifamily development~~ Where properties are isolated by commercial or multifamily development, this policy does not apply. (CC)~~
- To minimize curb cuts on 131st and 132nd Avenues NE, combined access to provide a connection between 131st and 132nd Avenues NE should be required when properties abutting NE 85th Street are aggregated with lots not abutting NE 85th Street.
- Limit height of commercial or mixed use commercial and multifamily development to a maximum of 30 feet next to low density residential development.

### General Policies

*Policy RH ~~3132~~: Upgrade public infrastructure to support commercial redevelopment in the District.*

*Policy RH ~~3233~~: Expand on already-completed streetscape improvements throughout the Business District that enable pedestrians, drivers, bicyclists, and other users to have a safe, pleasant experience.*

*Policy RH ~~3334~~: Coordinate with King County, Sound Transit and WSDOT to provide additional pedestrian amenities at transit stops.*

*Policy RH ~~34-35~~: Install a neighborhood sign and landscape entry feature on NE 85th Street, just west of 132nd Avenue NE.*

*Policy RH ~~3536~~: Continue to work closely with business and property owners in the ~~Rose Hill District~~ Rose Hill Business District, and business groups which represent them, to improve and upgrade the appearance of the District.*

*Policy RH ~~3637~~: To the extent authorized by law, require the removal of billboards.*

*Policy RH ~~3738~~: Underground the remainder of overhead utility lines along the NE 85<sup>th</sup> Street frontage with redevelopment, to improve public views to the west and the attractiveness of the commercial district.*

*Policy RH 38: Through public investments such as the Bus Rapid Transit Station, provide new opportunities for public views of Lake Washington, the Seattle skyline, and the Olympic Mountains from NE 85<sup>th</sup> Street. (TC)*

### Residential

Along the north and south boundaries of the ~~NE 85th Street commercial core~~ Rose Hill Business District, are areas designated for, and developed as, residential use. There are several areas designated for multifamily residential (medium-density, up to 12 units per acre, and high density, between 12 and 24 units per acre) development south of NE 85th Street, and one area to the north. (See Figure ~~NE85-1RH~~, NE 85th Subarea Rose Hill Business District Land Use.)

~~With the exception of these multifamily areas (most of which have already been developed with multifamily housing), and the Kirkland Cemetery and Rose Hill Elementary School, all of the areas north of the NE 85th Street commercial area and east of 124th Avenue NE, and south of the commercial area and east of 120th Avenue NE, are designated for and developed in single-family (low density residential) use. Although there are a few older single-family homes (such as in the area south of NE 85th Street between 122nd and 126th Avenues NE) there also are several areas of newly constructed homes.~~

*Policy RH ~~4239~~: On the ~~north and south boundaries~~ perimeter of the ~~Rose Hill District~~ Rose Hill Business District, allow medium density multifamily residential uses at a density of 12 units per acre are an appropriate transition from commercial and mixed use to the low density residential areas to the north and south. Allow a greater density if affordable housing is a component of the development.*

With the exception of these multifamily areas, the business districts, schools, and the Kirkland Cemetery, most areas of the neighborhood are designated for and developed in single-family (low density residential) use.

*Policy RH ~~2340~~: Maintain low-density ~~detached~~ residential housing as the primary land use in the single family areas north of surrounding the NE 85th Street Rose Hill Business District ~~commercial area, east of 124th Avenue NE, south of the commercial area and east of 120th Avenue NE.~~ and promote new lower scale affordable by design low density housing types nearby. (WG)*

*Policy RH 24: Encourage the efficient use of larger lots north and south of the NE 85<sup>th</sup> ST corridor at the maximum densities allowed by the underlying zoning. (WG)*

*Policy RH 25: Conduct Design Review for medium and high density residential development. See Rose Hill Business District Design Guidelines and Chapter 92 KZC, Design Regulations. (WG)*

### Northern Periphery of Bridle Trails Neighborhood Center

The northwest corner of NE 70th Street and 132nd Avenue NE contains a small-scale neighborhood commercial development across the street from the Bridle Trails Neighborhood Center ~~in South Rose Hill~~. Residential densities in this area should be supportive of high-quality retail uses in the shopping center.

*Policy RH ~~4341~~: Commercial development should be complementary to the Bridle Trails Neighborhood Center and should not extend into the surrounding low-density residential area.*

*Policy RH ~~4442~~: Attractive neighborhood oriented shops and services should be substantially buffered from nearby low-density residential uses, while allowing for good pedestrian connections.*

*Policy RH 45: Conduct design review for commercial and mixed-use residential and stand-alone multifamily development using the Design Guidelines for Pedestrian-Oriented Business Districts contained in the Kirkland Municipal Code and Design Regulations in the Zoning Code. (WG)*

*Policy RH ~~4643~~: Install a neighborhood gateway sign and landscaping or other features that provide a positive first impression of the neighborhood near the intersection of NE 70th Street and 132nd Avenue NE.*

### *Institutions*

Lake Washington High School, Rose Hill and Mark Twain Elementary Schools, Lake Washington Institute of Technology, and various religious institutions, are located in Rose Hill.

#### *Public – Planned Area 14 Lake Washington Institute of Technology*

LWIT is a major public higher education institution serving the region. Located on about 55 acres, the institute is surrounded ~~on~~ by residential development. The west side of the site is a heavily wooded steep slope area that provides a visual buffer separating the institute and the remainder of the Totem Lake Urban Center located in Rose Hill. Protected with a greenbelt easement, the hillside also contains a watercourse and functions as a wildlife corridor in an area experiencing residential infill development.

*Policy RH ~~4744~~: Recognize and promote the role the Institute of Technology plays in the Rose Hill neighborhood, the wider Kirkland community and in the region.*

*Policy RH ~~4845~~: Seek partnership opportunities between LWIT and the City on educational, technical, recreational, and social service initiatives.*

*Policy RH ~~4946~~: Encourage LWIT to continue to provide community meeting facilities for the neighborhood and the City.*

*Policy RH ~~5047~~: Actively promote the expansion of the LWIT into an active, walkable, transit-supportive campus environment with housing affordable to students and staff ~~housing and allow future housing partnerships with public or private entities.~~ (CC)*

*Policy RH ~~5148~~: Ensure that any Institute of Technology expansion is compatible with the surrounding residential neighborhood and protects the natural greenbelt easement on the western slope. Expansion should prioritize the redevelopment potential of existing surface parking areas. If necessary, allow additional height in lieu of expansion into the greenbelt easement. (CC)*

*Policy RH ~~5249~~: Provide public review of major expansion of the institute. ~~Expansion should utilize the redevelopment potential of existing surface parking areas.~~ Mitigation may be required for impacts of the proposed expansion and, where feasible, the existing use, including correcting parking lot design and landscaping deficiencies.*

*Policy RH ~~5350~~: Encourage LWIT to provide bike and pedestrian connections between the surrounding residential areas and the campus. Connect 132nd Avenue NE on the east side of the campus to Slater Avenue NE to the west, and connect the campus to NE 113<sup>th</sup> Place at the southwest corner. See Figure ~~NRH-6-~~ (Rose Hill Pedestrian System Map)*

*Policy RH ~~5451~~: Allow no additional driveway access to 132nd Avenue NE to maintain traffic flow and safety on the arterial.*

#### *Private – Churchome Church*

This approximately 10 acre site is surrounded by single family housing. Upon redevelopment, an opportunity exists to redesign the parking lot covering the majority of the property to improve the appearance of the site.

*Policy RH ~~5552~~: Ensure that any future church expansion or redevelopment of the site is compatible with the surrounding residential community.*

*Policy RH 5653: Provide public review of redevelopment or expansion of the church. Mitigate impacts from the proposed expansion and, where feasible, the existing use. Correct parking lot design and landscaping deficiencies.*

*Policy RH 5754: Encourage housing with an emphasis on affordable housing, as a part of any future church redevelopment at this site.*

## 5. Environment

The Rose Hill Neighborhood contains significant wetland areas, Forbes Lake, and tributaries and the headwaters of Forbes Creek that eventually feed into Lake Washington. Together these critical areas constitute a valuable natural drainage system that is an integral part of managing the **City's** surface water by storing and conveying storm and flood water. These natural features also help maintain water quality, recharge groundwater, provide wildlife and fish habitat, and provide open space and aesthetic enjoyment.

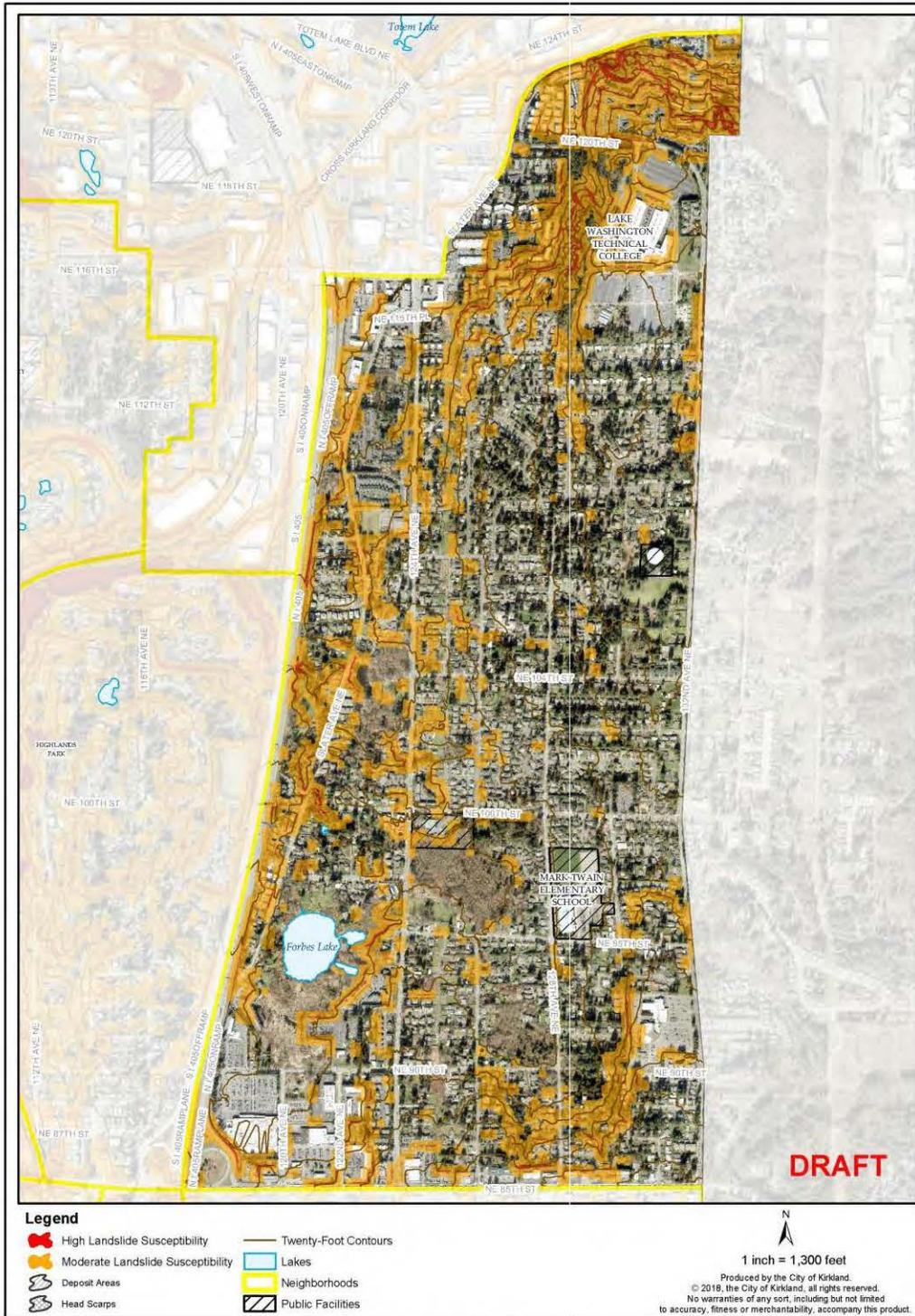
Several areas of high and moderate landslide susceptibility and areas prone to liquefaction in a seismic event are located in the neighborhood, which require a geotechnical study with development.

The significant stands of native trees and native vegetation on hillsides, along stream banks and in wetland areas in Rose Hill provide opportunities for wildlife corridors and **will help meet the City's urban forest goal** to provide an overall 40% tree canopy coverage.

Environmental policies in Rose Hill strive to protect and enhance natural environmental quality and natural amenity and function, to avoid potential environmental hazards, and to utilize sustainable management practices.

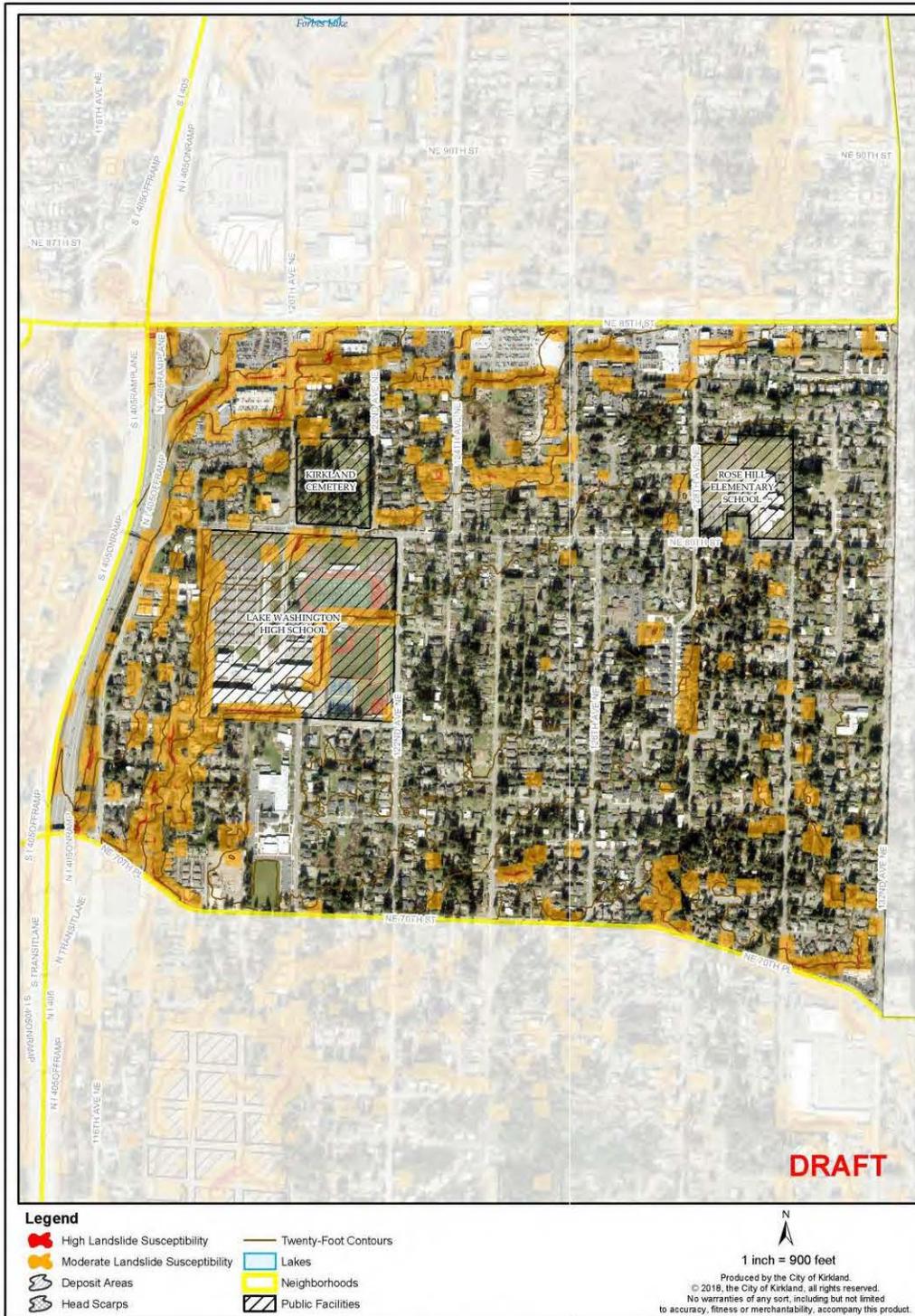
The following maps show critical areas within the Rose Hill Neighborhood. See the Natural Environment Element for more information on wetlands, streams, and associated buffers as well as landslide and seismic hazard areas, trees and wildlife. The Kirkland Zoning Code regulates tree removal and development in critical areas.

*Insert Revised Map- North Rose Hill Landslide Susceptibility*



**North Rose Hill Landslide Susceptibility**

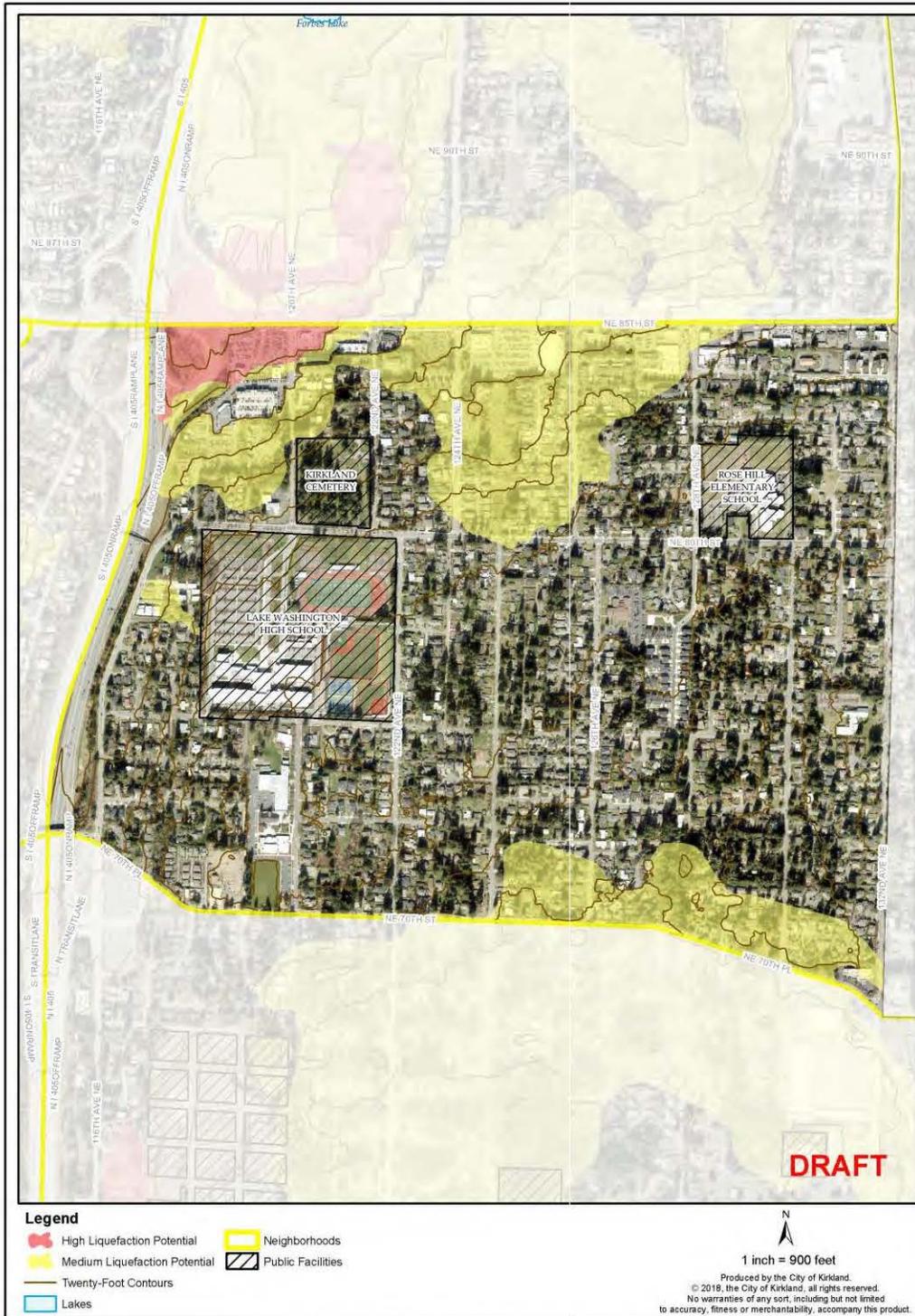
*Insert Revised Map- South Rose Hill Landslide Susceptibility*



**South Rose Hill Landslide Susceptibility**

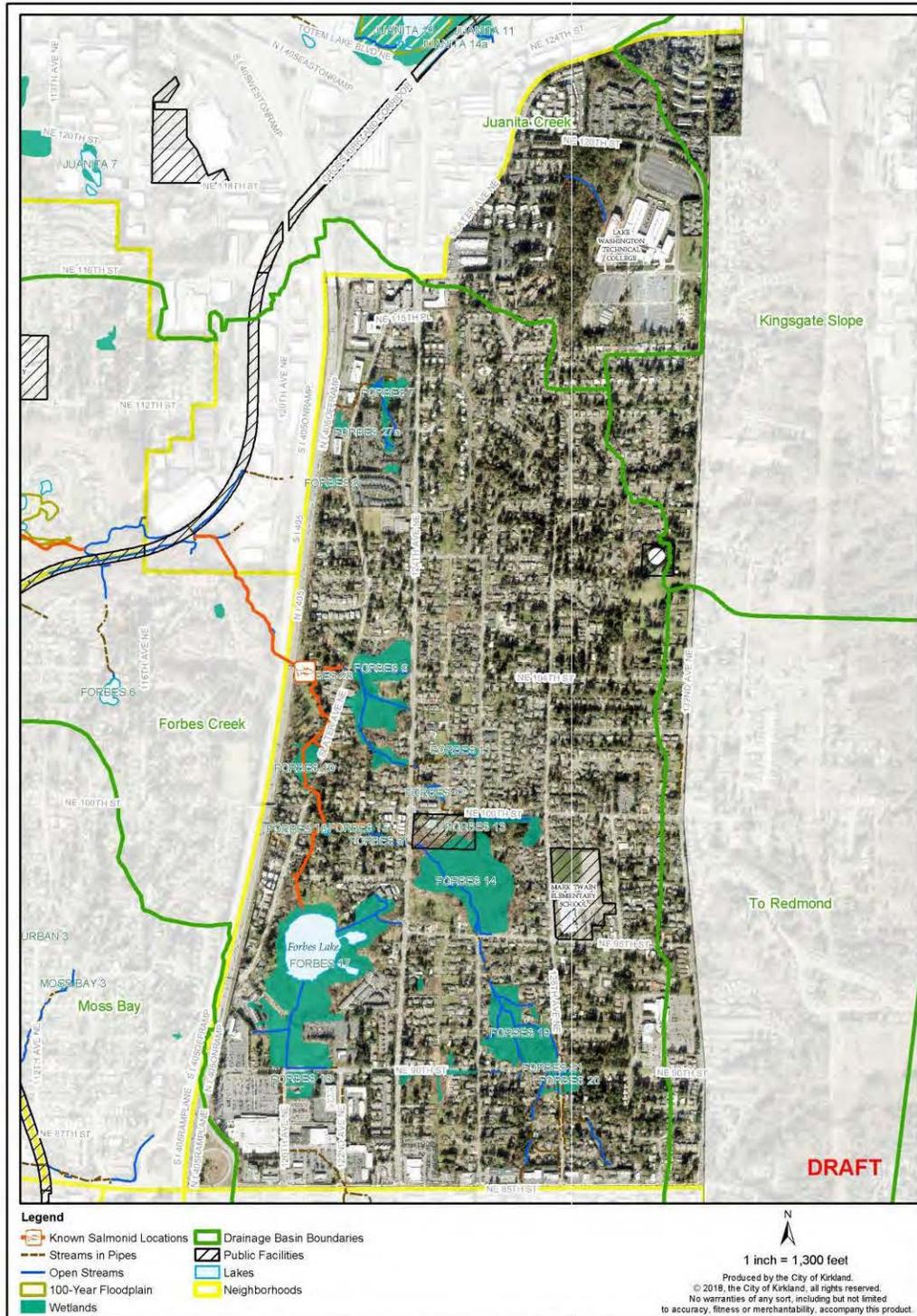


*Insert Revised Map- South Rose Hill Liquefaction Potential*



**South Rose Hill Liquefaction Potential**

*Insert revised Map- North Rose Hill Wetlands, Streams, and Lakes*



**Figure NRH-1: North Rose Hill Wetlands, Streams, and Lakes**



*Policy RH ~~5955~~: Investigate water quality and Forbes Lake flooding/levels and develop projects and programs and provide funding to address identified problems.*

Property owners adjoining Forbes Lake are concerned that lake level fluctuations contribute to infiltration of drain fields and basement flooding. Lake level fluctuations may be caused by both the timing and amount of water entering the lake, or by blockages in the channel downstream of the lake. Ongoing monitoring by community volunteers and by the City quantify lake level fluctuations and test water quality. Current development practices reduce the potential for flooding by restricting placement of new improvements within sensitive-critical area buffers, requiring that development projects meeting certain thresholds to control the quantity and quality of storm water flows, and eliminating septic system failures by requiring connection to the sanitary sewer system. If lake level fluctuations are being caused by inflows to the lake, consider opportunities to reduce flows through storm water detention. Such projects would be prioritized based on identified need in the Surface Water Master Plan. Much of the downstream channel is on private property – the community may wish to communicate with downstream property owners about the impacts of channel blockages on the lake, and to encourage owners to permit and implement projects to clear the channel of debris and beaver dams.

*Policy RH ~~5956~~: Protect notable trees and groves of trees.*

While a municipal heritage or notable tree program is not currently in place, the neighborhood supports voluntary efforts to encourage preservation of heritage trees and significant groves. Heritage trees are set apart from other trees by specific criteria such as outstanding age, size, and unique species, being one of a kind or very rare, an association with or contribution to a historical structure or district, or association with a noted person or historical event.

*Policy RH ~~6057~~: Encourage creation of backyard sanctuaries for wildlife habitat in upland areas.*

People living in the neighborhood have opportunities to attract wildlife and improve wildlife habitat on their private property. These areas provide food, water, shelter, and space for wildlife. The City, the State of Washington Department of Fish and Wildlife, and other organizations and agencies experienced in wildlife habitat restoration can provide assistance and help organize volunteer projects.

## 6. Parks/Open Space

Rose Hill contains a number of public parks and open space areas - Forbes Lake Park, North Rose Hill Woodlands Park, and Mark Twain Park in North Rose Hill, and South Rose Hill Park and Rose Hill Meadows in South Rose Hill. Maintaining and improving existing parks and open space, acquiring new parkland where deficiencies exist, seeking opportunities to improve connectivity to parks, and developing off street trails for recreational use that connect activity nodes and neighborhoods will further improve the quality of life in the neighborhood.

The land use map shows parks within the Rose Hill Neighborhood. See the Park and Open Space Element for more information on Parks and Open Space.

*Policy RH ~~6158~~: Prioritize acquisition of new neighborhood parkland in the northern portion of the North Rose Hill neighborhood and in the western portion of the South Rose Hill neighborhood where park level of service is deficient as noted in the Park, Recreation and Open Space (PROS) Plan ~~in order to provide parks within one-quarter mile of all residents~~*

*Policy RH ~~6259~~: Improve public pedestrian or visual access to Forbes Lake at Forbes Lake Park.*

*Policy RH ~~6360~~: Provide public pedestrian access easements across properties abutting Forbes Lake Park when development, redevelopment, or platting occurs to improve access to the park.*

*Policy RH ~~6461~~: Complete the regional Eastside Powerline Corridor trail, connecting to the Bridle Trails and Totem Lake Business District within the Seattle City Light Power Line Easement.*

*Policy RH 62: Develop the Bay to Valley trail through North Rose Hill via Woodlands Park, connecting Juanita Bay with the Sammamish Valley.*

## 7. Transportation

The original circulation pattern in Rose Hill was a grid, which should be perpetuated in the future because it promotes bike and pedestrian circulation, provides choice in travel routes, and distributes traffic along multiple routes. The goal of the transportation system is to build on the historic grid pattern of the neighborhood to foster transportation choice in the community, reduce dependence on private motor vehicles, and enhance safety ~~maintain and enhance the existing street network for all modes of transportation within and through Rose Hill, and to safely and equitably distribute traffic on neighborhood streets to support neighborhood mobility utilizing the original grid circulation pattern as a foundation.~~(WG)

New and improved bike facilities, the NE 70<sup>th</sup> Street/128<sup>th</sup> Avenue SE greenway, the Eastside Powerline trail and off-street trails connecting to activity centers, parks, business districts and schools will allow residents to leave their cars at home and reduce reliance on vehicle trips to meet daily local needs.

### Streets

#### Rose Hill

*Policy RH ~~6563~~: Manage traffic within the neighborhood to enhance neighborhood mobility and provide for more equitable distribution of traffic on neighborhood streets.*

*~~Policy RH 66: When warranted by redevelopment of neighborhood centers and increasing neighborhood residential densities, explore the creation of a circulator bus within the residential portions of the neighborhood, connecting to business districts and transit routes on arterial streets.~~*

*Policy RH ~~7964~~: Minimize multiple driveways on NE 70<sup>th</sup> Street, NE 85th Street, 124<sup>th</sup> Avenue NE, and 132<sup>nd</sup> Avenue NE when properties redevelop and encourage properties ~~on~~along these streets ~~NE 85th Street~~ to consolidate their existing driveways and provide reciprocal shared vehicular access easements. (TC)*

*Policy RH ~~7765~~: Place neighborhood traffic control devices at appropriate locations, to discourage bypass traffic through the residential neighborhoods north and south of the NE 85<sup>th</sup> Street corridor.*

*Policy RH ~~7466~~: Enhance the street network with the following improvements:*

124<sup>th</sup> Avenue NE, north of NE 85<sup>th</sup> Street:

- **Provide 80 feet of right-of-way** with the length of 124th Avenue NE to accommodate a center turn lane and landscaped median islands, one through lane in each direction, one bike lane in each direction, intersection queue bypass lanes for transit, and a wide landscape strip, sidewalk, and street lights on both sides of the street. Dedication of an additional 10-foot minimum of right-of-way from each side of the street is necessary when development occurs.

~~The right-of-way dedication is necessary to accommodate a center turn lane and landscaped median islands, one through lane in each direction, one bike lane in each direction, intersection~~

~~queue bypass lanes for transit, and a wide landscape strip and sidewalk on both sides of the street.~~

- Provide sidewalks, curbs, gutters, landscape strips, and bike facilities along the entire length of 124th Avenue NE to improve pedestrian safety, especially between public facilities.

~~This street provides direct access to both the Woodland Park and the Boys and Girls Club. Completion of sidewalks to improve pedestrian safety, especially between public facilities, is a high priority.~~

- Provide crosswalk improvements, such as pedestrian signage, safety refuge islands, and signals, at key locations that serve existing and emerging activity centers.

~~Crosswalk improvements at key locations that serve activity centers should be installed as warranted.~~

- Prioritize traffic flow for transit by providing queue bypass lanes or signal preemption-

~~Queue bypass lanes at locations where traffic queuing at intersections would otherwise slow buses will help~~ to encourage transit use.

- Improve the appearance of and function of 124th Avenue NE with the installation of landscape medians while considering in the design, pedestrian safety, and minimize where medians will interfere with driveway and emergency access.

~~Pedestrian safety will be paramount in the design of the landscape medians with consideration for pedestrian visibility. The design of the median must also consider emergency vehicular access. Additionally, minimize locations where medians interfere with driveway access when evaluating the appropriateness of either intermittent or continuous landscape medians.~~

132<sup>nd</sup> Avenue NE, north and south of NE 85<sup>th</sup> Street (WG and staff)

- Coordinate improvements to 132nd Avenue NE with the City of Redmond.

While Kirkland's City limits extend to the east side of 132nd Avenue NE this street is a mutual concern to both Kirkland and Redmond. Both jurisdictions should coordinate planning facilities that address common issues of concern.

- Provide sidewalks, curbs, gutters, landscape strips, ~~and~~ bike facilities and street lighting along the entire length of 132nd Avenue NE.

This street provides direct access to both Mark Twain Park and the Lake Washington Institute of Technology. Completion of sidewalks to improve pedestrian safety, especially between public facilities, is a high priority.

- Provide a traffic signal and signalized crosswalk when engineering signal warrants are met at NE 100th Street.

Crosswalk improvements at other key locations that serve activity centers should also be installed as warranted.

- Prioritize traffic flow for transit by providing queue bypass lanes or signal preemption.

Queue bypass at locations where traffic queuing at intersections would otherwise slow buses will help to encourage transit use.

- **Improve the appearance of and function of 132nd Avenue NE with the installation of landscape medians.**

Pedestrian safety will be paramount in the design of the landscape medians with consideration for pedestrian visibility. The design of the median must also consider emergency vehicular access.

#### NE 116<sup>th</sup> Street

- **Install sidewalks, bike facilities, planter strips and consider other improvements such as landscape medians, high occupancy vehicle treatments, and on-street parking west of 124th Avenue NE.**

These improvements are necessary to provide street definition, pedestrian safety, and access in support of the mixed-use residential/commercial development that is encouraged here.

#### ~~Slater Avenue NE~~

- ~~Install bike lanes and sidewalks south of NE 116<sup>th</sup> Street connecting to the Rose Hill Business District.~~

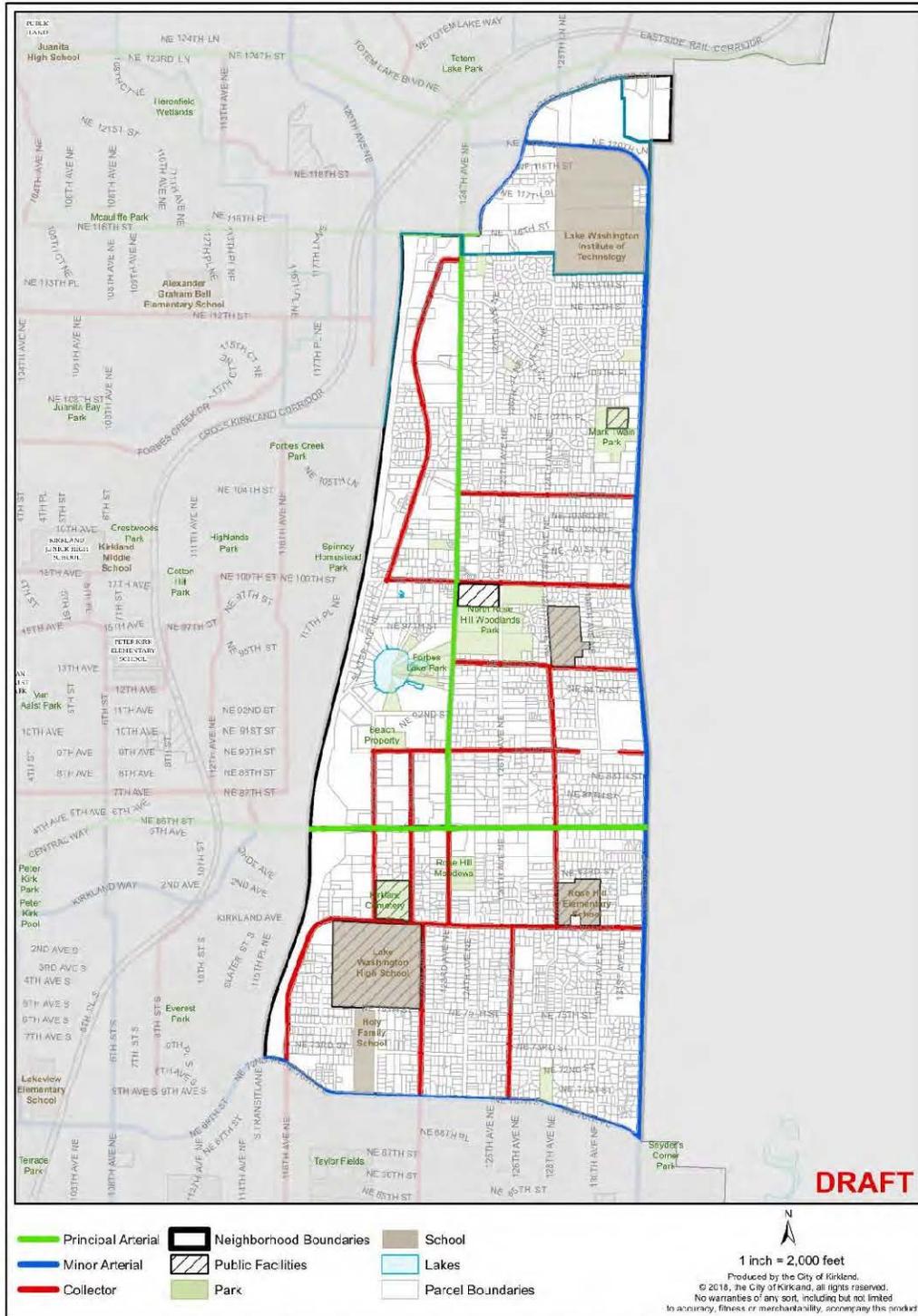
#### 116<sup>th</sup> Avenue NE

- Install a sidewalk along the east side of 116<sup>th</sup> Avenue NE connecting the Houghton Park and ride with the Lake Washington high school to increase safety.

#### ~~NE 70<sup>th</sup> Street~~

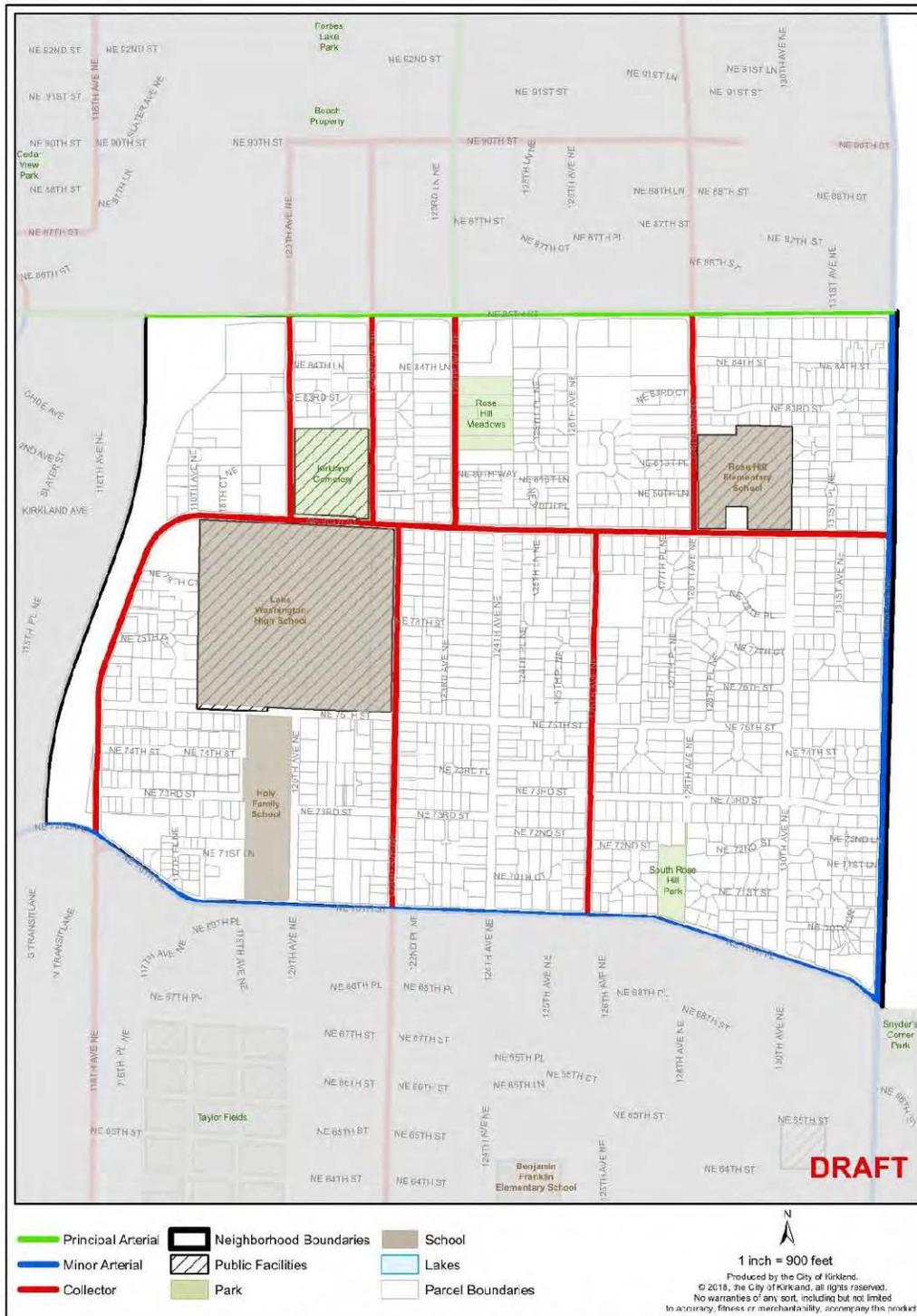
- ~~Preserve public views of Lake Washington, the Seattle skyline, and the Olympic Mountains.~~

*Insert New Map - NRH Street Classifications*



**Figure RH-4: Rose Hill Street Classifications**

*Insert New Map - SRH Street Classifications*



**Figure SRH-4: South Rose Hill Street Classifications**

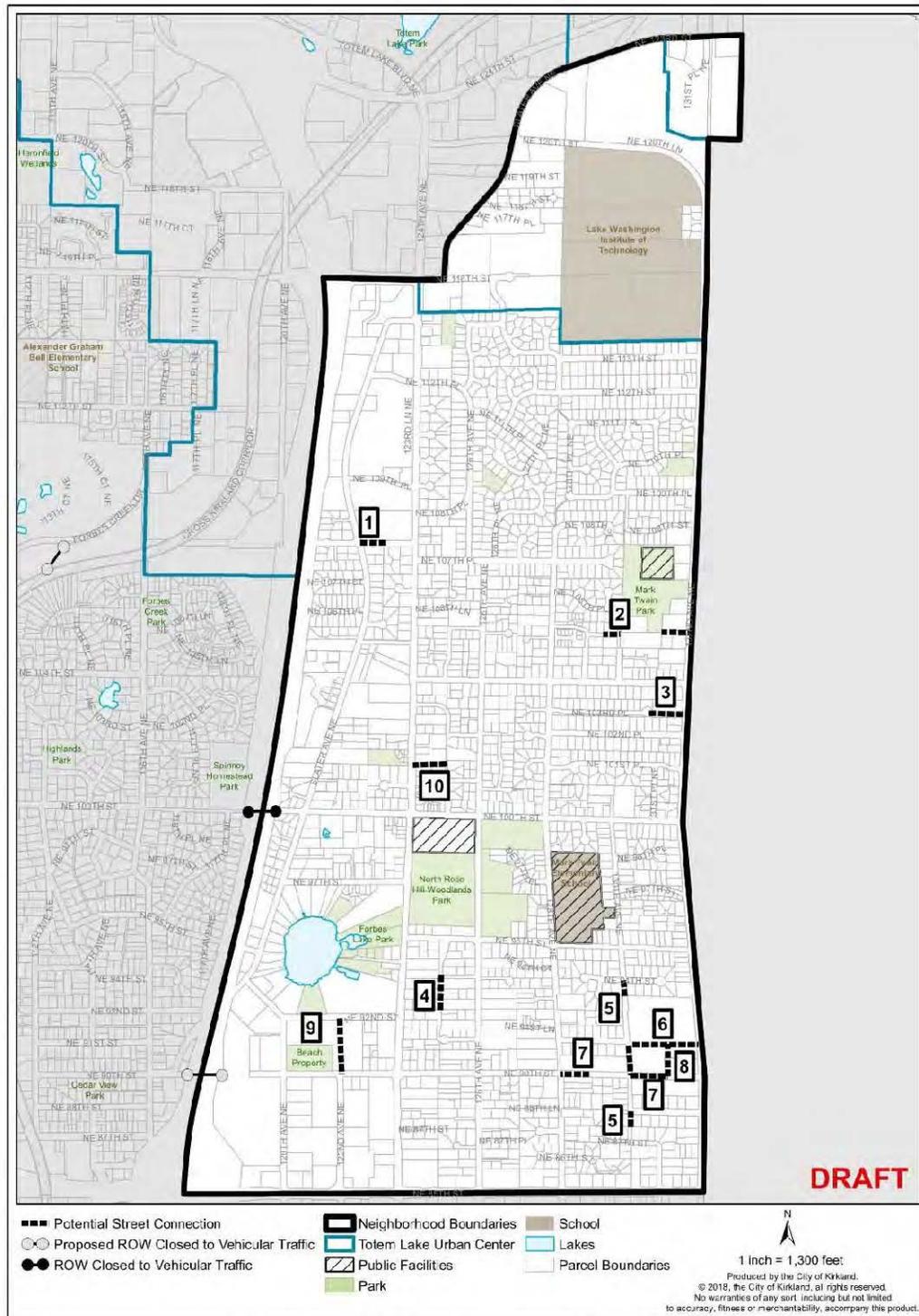
### North Rose Hill

*Policy RH ~~6667~~: Map where anticipated street connection locations could be considered in North Rose Hill with future infill development in order to provide predictability in the development process and for the neighborhood.*

While the North Rose Hill Street Connection Plan Map (Figure NRH-5-RH- and Table NRH-1RH-) indicates and describes the potential locations of street connections for future infill development, the exact location will be determined at the time of development. The development permit process should ultimately determine these locations. When new street connections are not required or not feasible, pedestrian and bicycle connections should still be pursued.

DRAFT

*Insert Revised Map- North Rose Hill Street Connection Plan Staff Note: The map is updated to reflect completion status.*



**Figure NRH-5: North Rose Hill Street Connection Plan**

Table ~~NRH-1~~: North Rose Hill Street Connection Plan Description List

1. NE 108<sup>th</sup> ST between Slater Ave NE and 123<sup>rd</sup> Ave NE
2. Portions of NE 105<sup>th</sup> PI between 129<sup>th</sup> Ave NE and 132<sup>nd</sup> Ave NE
3. NE 103<sup>rd</sup> PI between 132<sup>nd</sup> Ave NE and existing cul de sac end
- ~~4. NE 101ST P. between 131<sup>st</sup> PI and 132<sup>nd</sup> Ave NE~~
- ~~5-4~~ Portions of 125TH Ave NE between NE 94<sup>th</sup> ST and NE ~~95<sup>th</sup>-91<sup>st</sup>~~  
\_ST
- ~~6-5~~ 130TH Ave NE between NE 87<sup>th</sup> ST and NE 94<sup>th</sup> ST
- ~~7-6~~ NE 91ST ST between 130<sup>th</sup> Ave NE and 132<sup>nd</sup> Ave NE
- ~~8-7~~ Portions of NE 90<sup>th</sup> ST between 128<sup>th</sup> Ave NE and 132<sup>nd</sup> Ave NE
- ~~9-8~~ 131ST Ave NE between NE 90<sup>th</sup> ST and NE 91<sup>st</sup> ST
- ~~10-9~~ 122ND Ave NE between NE 90<sup>th</sup> ST and NE 92<sup>nd</sup> ST
- ~~11-10~~ NE 101ST PI between 124<sup>th</sup> Ave NE and 125<sup>th</sup> Ave NE

Policy RH ~~6968~~: Discourage direct access to 124th and 132nd Avenues NE in North Rose Hill with new development to enhance safety and efficiency of circulation. Staff Note: Public Works staff confirmed the following policies are not covered by existing street standards and therefore should be kept.

- If driveways to 124th or 132nd Avenues NE must be provided, separation of at least 300 feet between driveways should be required. New driveways should be located so that future development can meet this standard and/or use a shared driveway.
- Access easements to allow for shared access to 124th Avenue NE and/or interior connections to side streets should be provided.
- As access to side streets becomes available, driveways to 124th Avenue NE should be closed.

Policy RH ~~7069~~: Improve the following ~~specific~~ unimproved rights-of-way in North Rose Hill impacted by ~~sensitive-critical~~ areas with less intrusive bike and pedestrian connections rather than street improvements (see Figures RH--pedestrian map and RH- bike map).

Staff Note: Map these connections

- ~~• 126th Avenue NE, south of NE 100th Street. This segment of 126th Avenue NE bisects the North Rose Hill Woodlands Park and fire station. It is also within a wetland area, and should remain closed to vehicular traffic.~~
- 120th Avenue NE, from NE 92nd Street to NE 90th Street. ~~Improvement of this street would connect Slater Avenue NE to NE 85th Street corridor. Due to environmental constraints in the vicinity of this right-of-way, this should remain closed to vehicular traffic. Additionally, if improved, this connection could increase traffic on Slater Avenue NE, and cause greater congestion at the intersection of NE 85th Street and 120th Avenue NE.~~
- NE 92nd Street, west of 122nd Avenue NE. ~~Due to environmental constraints in the vicinity of this right-of-way, this should remain closed to vehicular traffic.~~

## South Rose Hill

*Policy RH ~~6870~~: Identify where anticipated street connection locations could be considered in South Rose Hill with future infill development in order to provide predictability in the development process and for the neighborhood.*

## Rose Hill Business District

*~~NE 85th Street is an important transportation and transit link to Redmond, and between both communities and I-405. In addition, NE 85th Street serves the residents of the adjoining neighborhoods to the north and south. Sound Transit provides transit facilities to the NE 85th Street/I-405 interchange. The City of Kirkland should cooperate with the various agencies to identify and implement the various improvements to NE 85th Street that are needed to serve a more balanced mix of transportation modes, including bicycles, transit, carpools, and pedestrians.~~*

*~~Policy RH 73: Transform NE 85th Street from a transportation system dominated by the use of automobiles to a system having a balance among the transportation modes. (TC)~~*

*~~Policy RH 74 Encourage the use of nonmotorized transportation modes by providing adequate facilities for pedestrians and bicyclists throughout the NE 85th Street Subarea. (TC)~~*

*~~Policy RH ~~7571~~: Develop a multi modal transportation system network for NE 85<sup>th</sup> Street and surrounding streets that provides safe and convenient facilities for transit, pedestrians, and bicycles, maintains vehicular traffic capacity, and adequately supports the existing and planned land uses in the SubareaRose Hill Business District. (TC)~~*

*~~Policy RH 76: Encourage transit use by providing well-designed transit facilities in the corridor.~~*

*~~Policy RH 77: Place neighborhood traffic control devices at appropriate locations, to discourage bypass traffic through the residential neighborhoods north and south of the corridor.~~*

*~~Policy RH 78: Make transportation system improvements to maintain vehicular capacity on NE 85th Street, and to minimize traffic bottlenecks and delays.~~*

*~~Policy RH 79: Minimize multiple driveways on NE 85<sup>th</sup> Street when properties redevelop and encourage properties on NE 85<sup>th</sup> Street to consolidate their existing driveways and provide reciprocal shared vehicular access easements (TC)~~  
~~Policy RH 51: Improve pedestrian safety and enhance the pedestrian environment throughout the Business District, with particular attention to NE 85th Street itself. (TC)~~*

*~~Policy RH 80: Improve pedestrian safety and enhance the pedestrian environment throughout the Business District, with particular attention to NE 85<sup>th</sup> Street itself.~~*

*~~Policy RH 81: Install pedestrian improvements at appropriate locations, including sidewalks on the north/south streets leading to NE 85th Street. (TC)~~*

*~~Policy RH ~~8272~~: Add east-west pedestrian pathways in the Rose Hill DistrictRose Hill Business District as redevelopment occurs. When developing these pathways, retain existing significant trees where possible.~~*

*~~Policy RH 83: Develop a new bicycle connection between Slater Avenue in the North Rose Hill Neighborhood and NE 80th Street. The route would connect to the existing NE 80th Street overpass which leads to downtown Kirkland, with the exact route to be determined in the context of the City's Transportation Master Plan.~~*

*~~Staff Note: Revise this policy in the next draft to describe new Bicycle Greenway.~~*

*~~Policy RH ~~8473~~: Work with Sound Transit, and King County Metro Transit and WSDOT, to provide maximize transit facilities that would improve the speed and reliability of bus operation on NE 85th Street~~*

~~*surrounding streets*~~. Provide preferential treatments for buses ~~and possibly carpools~~ at congested intersections. Install transit improvements ~~and consider carpool improvements~~ at appropriate locations. (TC)

~~*Policy RH 85: Seek funding support from Sound Transit for facility improvements that would enhance the regional express operation on NE 85th Street.*~~ (TC)

~~*Policy RH 86: Work with Sound Transit and King County to develop solutions to public transportation issues.*~~ (TC)

~~*Policy RH 87: Coordinate with WSDOT to ensure effective improvements to the NE 85th Street/I-405 interchange. Encourage WSDOT to thoroughly evaluate access to the commercial properties in the northeast quadrant of the interchange during the course of the I-405 corridor study.*~~ (TC)

DRAFT

Pedestrian/Bicycle Circulation *Insert Revised Map-* NRH Pedestrian System

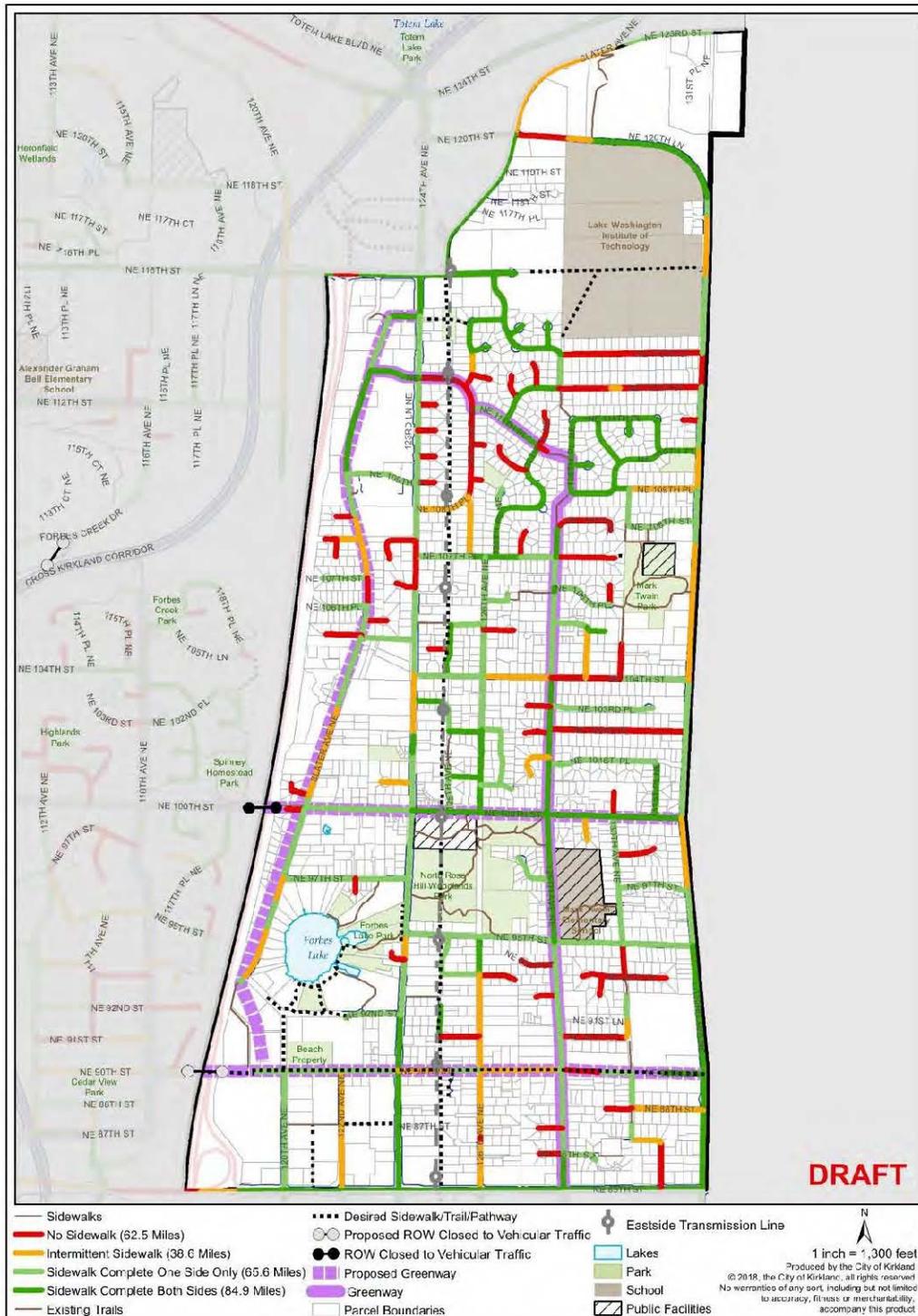


Figure NRH-6: North Rose Hill Pedestrian System